



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
OPNAVINST 3770.2H
N88
21 March 1994

OPNAV INSTRUCTION 3770.2H

From: Chief of Naval Operations

Subj: AIRSPACE PROCEDURES MANUAL

1. Purpose. To issue Department of the Navy (DON) airspace management procedures and delineate responsibilities for airspace planning and administration.

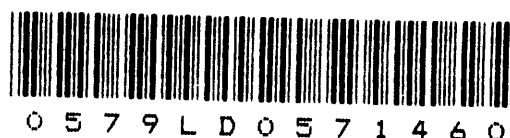
2. Cancellation. OPNAVINST 3770.2G. (Discard the entire superseded manual, retain the vinyl cover, and insert this instruction).

3. Concept. This Manual provides the Navy and Marine Corps with the following: (1) relates the overall management approach to preserve and obtain airspace; (2) assigns responsibilities to the Regional Airspace Coordinators (RACs) and specifies associated airspace; (3) defines responsibilities and procedures for submission of Regional Airspace Plans and development of the DON Airspace Plan (Naval Airspace Plan); (4) describes responsibilities of the Department of the Navy Representatives (NAVREPs) in the Regional Offices of the Federal Aviation Administration (FAA); (5) identifies airspace available to the military and provides requisition procedures; and (6) delineates reporting requirements for airspace use and provides sample reporting and recording formats. This manual is a reference for FAA and OPNAV directives that pertain to the National Airspace System.

4. Reports and Forms

a. Reports. The following report symbols are approved for 3 years only from the date of this directive:


<u>Report Symbol</u>	<u>Title</u>	<u>Paragraph</u>
OPNAV 3770-1	Report of Command Airspace Liaison Officer Designations	701
OPNAV 3770-2	Report of Special Use Airspace and Air Traffic Control Assigned Airspace (Stand-Alone) Annual Usage	704



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b. Forms. FAA Form 7460-1, Notice of Proposed Construction or Alteration, used in evaluating and tracking possible effects of proposed facilities projects on usage of airspace, is available from NAVREPs or FAA.


Brent M. Bennitt
By direction

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SUMMARY OF CHANGES

CHAPTER 1

Delineates the Department of the Navy (DON) management approach to airspace.

Denotes certain airspace is scheduled for redesignation by the Federal Aviation Administration (FAA) by September 1993.

Clarifies procedures relating to preemptive use of Special Use Airspace (SUA).

Entire Paragraph 104 "Explanation of Terms" is removed and relocated under Appendix H.

CHAPTER 2

Title is changed from "Navy Representation for Airspace Matters" to "Naval Airspace Planning and Management".

Chapter is rewritten to include:

a. Description of the operational structure and coordination related to DON airspace matters.

b. Procedures and outline for development of the DON Airspace Plan (Naval Airspace Plan) and Regional Airspace Plans.

c. Functions and composition of the Naval Airspace Coordinating Committee and the Airspace Executive Working Group.

d. Procedures for assignment of Sub-Working Groups and for submission of new airspace requirements.

e. Designation of 15 Regional Airspace Coordinators (RACs) with authority and tasking. Illustrates assigned areas.

f. Explanation of the Department of the Navy Representative (NAVREP) authority:

- NAVREP, Washington, D.C. purpose and tasking.
- NAVREP, FAA Region responsibilities for coordination, consolidation, and liaison regarding regional airspace matters.

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g. Outline of Command Airspace Liaison Officer (CALO) responsibilities for SUA coordination, proposal initiation, and usage recording and for liaison with RACs.

h. Establishment of USAF Airspace Management Course (AMC) Technical Liaison billet.

CHAPTER 3

Denotes, under Notice of Proposed Rule Making, the time period for submissions to FAA has been revised from 30 days to 45 days.

CHAPTER 4

Added "Airspace for Special Use" to reflect Military Training Route airspace.

Proposal Information (entire Paragraph 401e(8)) is deleted (duplicates information in Paragraph 401e(1)).

CHAPTER 7

Delineates additional airspace usage recording and maintenance requirements which now include all Navy Special Use Airspace (Alert Areas, Controlled Firing Areas, Military Operations Areas and associated ATC Assigned Airspace, Restricted Areas, and Warning Areas); ATC Assigned Airspace (Stand-Alone); and Airspace for Special Use (Military Training Routes). Discontinues Annual Justification Report of Restricted Areas (OPNAV 3770-2). Includes background and instructions on new Report of Special Use Airspace and ATC Assigned Airspace (Stand-Alone) Annual Usage (OPNAV 3770-2).

APPENDIX A

Adds Executive Order 10854, Executive Order 11161, NAVAIR 00-80T-114, DOD Directive 5030.19 of 22 June 1989 (NOTAL) (enclosed in OPNAVINST 5740.13A), and DON Airspace Plan.

APPENDIX B

Reflects changes in area responsibilities for NAVREP East/Northeast and NAVREP Southwest. Lists NAVREPs and certain commands with Airspace Liaison Officer responsibilities. Includes an updated illustration of NAVREP/FAA offices and areas.

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APPENDIX C

Annual Justification Report for Restricted Areas (OPNAV 3770-2) is deleted. Provides format for new Report of Special Use Airspace and ATC Assigned Airspace (Stand-Alone) Annual Usage (OPNAV 3770-2).

APPENDIX F

Lists RACs and associated airspace areas.

APPENDIX G

Provides Regional Airspace Plan Outline. Also includes airspace-related requirements as an additional stipulation to be included within each plan.

APPENDIX H

Provides explanation of certain terms used within the instruction. Also, provides an overview of airspace areas to be redesignated by FAA in the new Airspace Configuration Plan.

APPENDIX I

Provides a phone directory of key airspace management personnel that includes Office of the Chief of Naval Operations (OPNAV), Type Commander (TYCOM), NAVREP, and RAC.

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CHAPTER 1

INTRODUCTION

100. GENERAL

Military and civil organizations have increasing requirements for airspace - a limited resource which is crucially important, especially in the continental United States (U.S.) and the adjacent offshore areas. The Department of the Navy (DON) must continue to deal with control and management of airspace from a determined, top-down management approach to preserve and obtain airspace assets and maintain the ability to train aircrews in the manner necessary to remain superior in combat. Appendix A contains germane publications for airspace management. Paragraphs 101-103 address DON command guidance for airspace planning and management; policy regarding joint use of DON airspace assets; and certain laws, regulations, and publications applicable to airspace management and usage.

101. PURPOSE AND SCOPE

This manual addresses aeronautical matters of mutual concern to DON and the Federal Aviation Administration (FAA). It delineates the duties and functions of the Regional Airspace Coordinators (RACs), Department of the Navy Representatives (NAVREPs), and Command Airspace Liaison Officers (CALOs) and provides guidance for Navy and Marine Corps commands and associated airspace managers in matters of airspace use. It depicts the methodology and responsibility for development of the DON Airspace Plan (Naval Airspace Plan) and Regional Airspace Plans and delineates procedures for updates. The manual is applicable to all Navy and Marine Corps activities having operational or administrative responsibilities for the use of airspace and navigational aids and to those activities engaged in planning or sponsoring construction projects which would affect navigable airspace.

102. POLICY

- a. The Federal Aviation Act of 1958 charges FAA with ensuring the safe and efficient use of the nation's airspace by military as well as civilian aviation.
- b. The FAA is chartered to provide support for all national defense activities associated with the use of the National Airspace System (NAS), including those having an international implication.

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c. It is Chief of Naval Operations (CNO) policy to integrate naval air operations into the NAS to the maximum extent possible. CNO subscribes to the concept that all operational and training missions be conducted in a controlled environment without unacceptable derogation of mission.

d. Under the joint-use concept, it is CNO policy to release Special Use Airspace (SUA) to other users whenever the airspace is not required. Using agencies shall ensure that the appropriate controlling agency is advised upon completion or cancellation of flight operations within SUA or when portions or block altitudes within an area may be released.

e. Joint-use letters of procedure shall be implemented between the controlling agency and the using agency in regard to SUA. In addition, provisions for preemptive use of warning areas by the using agency shall be included.

103. LEGISLATION, EXECUTIVE ORDERS, FEDERAL AVIATION
REGULATIONS, AND PUBLICATIONS

a. Public Law 85-726, the Federal Aviation Act of 1958, established the FAA and expanded the responsibilities previously held by the Civil Aeronautics Administration. Under the Secretary of Transportation, the FAA is headed by the Administrator, who is charged with the management of the NAS.

b. In exercising rule making authority in matters of airspace use and air traffic rules, the Administrator is normally subject to the provisions of the Administrative Procedures Act. This Act requires prior public notice of intent to undertake or implement an action which may materially affect the public. Thus, a Notice of Proposed Rule Making (NPRM) is published in the Federal Register, which sets forth the proposal and specifies a period of time in which comments or suggestions will be received by the FAA. The proposal may be modified as a result of the comments or suggestions received. If sufficient changes are warranted, the NPRM may be reissued to allow additional public review. Having satisfied the Administrative Procedures Act (Title 5 U.S.C., Section 551-559), the Administrator can proceed to rule making.

c. Federal Aviation Regulations (FARs) and handbooks germane to this manual, which may not be held by all addressees, are as follows:

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(1) FAR Part 1. Promulgates definitions, abbreviations, symbols and rules of construction.

(2) FAR Part 11. Prescribes procedures for initiation, administrative processing, issuance and publication of rules, regulations, or orders issued under the authority contained in Sections 307(a), 313 and 1110 of the Federal Aviation Act of 1958, as amended, hereafter referred to as the Act.

(3) FAR Part 71. Describes airspace assignments that are designated as federal airways, control areas, the continental control area, control zones, transition areas, positive control areas and reporting points under the authority of Sections 307(a) and 1110 of the Act. It should be noted also that certain airspace areas are to be redesignated by FAA by September 1993 (also see Appendix H - Explanation of Terms and Figures (5) and (6) that illustrate the planned redesignation).

(4) FAR Part 73. Describes airspace assignments that are designated as SUA and prescribes the requirements for the use of that airspace under the authority of Sections 307(a), 313 and 1110 of the Act.

(5) FAR Part 75. Describes jet routes between navigational aids or intersections of courses using such aids, along which aircraft may be operated between 18,000 feet Mean Sea Level (MSL) and Flight Level (FL) 450, inclusive.

(6) FAR Part 77. Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration, establishes standards for determining whether the proposed construction or alteration would be an obstruction to air navigation, provides for aeronautical studies of proposed construction or alteration that would exceed the standards in this part to determine its effect on the safe flight of aircraft and the efficient use of airspace. The determination of whether an obstruction is a hazard is made by the FAA after consideration of the effect(s) that the obstruction would have on the airspace. FAR Part 77 provides for public hearings on the effect(s) of obstruction(s) to air navigation and provides for establishing antenna farm areas. See Paragraph 601.

(7) FAR Part 91. Describes general operation and flight rules governing the operation of aircraft (other than moored balloons, kites, unmanned rockets and unmanned free balloons) within the NAS.

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(8) FAR Part 93. Prescribes special airport traffic patterns and airport traffic areas; also prescribes air traffic rules.

(9) FAR Part 95. Prescribes activities governing the operation of aircraft under instrument flight rules (IFR) on federal airways, jet routes, area navigation, low or high routes, or other direct routes for which a Minimum Enroute Altitude (MEA) is designated. In addition, it designates mountainous areas and changeover points.

(10) FAR Part 101. Describes operation of moored balloons, kites, unmanned rockets and unmanned free balloons within the National Airspace System (NAS).

(11) FAR Part 157. Requires each person or agency proposing to establish, reactivate, alter, or deactivate an airport for civil or joint civil/military use to give notice in the form and manner prescribed under the authority of Sections 307, 308, 309, 311, 312, and 313 of the Act.

(12) FAA Handbook 7110.65 - Air Traffic Control (ATC). Prescribes ATC procedures and phraseology for use by personnel providing enroute and terminal ATC services.

(13) FAA Handbook 7210.3 - Facility Management. Governs operation and administration of FAA facilities (not applicable to military).

(14) FAA Handbook 7400.2 - Procedures for Handling Airspace Matters. Prescribes criteria and procedures for airspace matters.

(15) FAA Handbook 7610.4 - (OPNAV Instruction 3722.33C) - Special Military Operations. Prescribes procedures for special military flights and operations.

(16) FAA Order 8020.11 - Aircraft Accident and Incident Notification, Investigation, and Reporting. Prescribes procedures for processing aircraft accidents and incidents.

d. Executive Orders

(1) Executive Order 10854 - (Extension of the Application of the Federal Aviation Act of 1958). Extends the application of the Act to those areas of land and water, and the overlying airspace, in which the United States, under international treaty,

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agreement, or other lawful arrangement, has appropriate jurisdiction or control provided that the Secretary of Transportation, prior to taking any action under this authority, shall first consult with the Secretary of State on matters affecting foreign relations and with the Secretary of Defense on matters affecting national defense.

(2) Executive Order 11161 - (Relating to the Certain Relationships between the Department of Defense and the Federal Aviation Administration). Indicates that FAA will function as an adjunct of DOD if it appears that the defense of the United States would require the transfer of certain FAA functions to the DOD in the event of war. The Secretary of Defense and the Administrator of the FAA have been directed to prepare and develop plans, procedures, policies, programs and courses of action in anticipation of the transfer of functions of the FAA to the DOD in the event of war.

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CHAPTER 2

NAVAL AIRSPACE PLANNING AND MANAGEMENT

200. GENERAL

This chapter outlines SUA planning and management within DON. The organizational structure is prescribed and responsibility for planning, coordination, and representation of DON airspace matters is delineated. CNO and the Commandant of the Marine Corps (CMC) direct the organization. This chapter addresses the various responsibilities assigned at each level of the DON airspace management structure, as well as the coordination procedures to be followed within this organization for addressing airspace issues both internal and external to the DON.

201. NAVAL AIRSPACE PLAN

The Naval Airspace Plan defines and prioritizes Navy and Marine Corps SUA current requirements and projected requirements for a 15-year period. The Naval Airspace Plan is the central basis for documentation and justification of all SUA within the DON. This allows for a focused, coordinated effort to be applied in both the optimized use of current SUA as well as future competition for scarce airspace resources. This optimization is crucial to maintaining a high degree of operational readiness within the fleet. The Naval Airspace Plan specifically addresses:

- a. Documentation and justification of current SUA.
- b. Identification, validation, and prioritization of projected SUA requirements.
- c. Current or projected encroachment of SUA that impacts DON operations and training.
- d. Significant environmental issues that impact current or projected SUA.
- e. Manning and equipment requirements necessary to support proper management of airspace assets.
- f. Current and projected non-DON SUA issues that impact DON SUA assets [e.g., FAA Capitol Investment Plan, FAA policies, civil plans, etc.].

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202. NAVAL AIRSPACE PLAN DEVELOPMENT

a. Director, Air Warfare Division Responsibility. The Director, Air Warfare Division (N88) is responsible for the development, implementation, and promulgation of the Naval Airspace Plan. The Plan is updated and revised annually for publication not later than 1 June. The organization responsible for revision and implementation of the Naval Airspace Plan is shown in Figure (1).

b. Naval Airspace Coordinating Committee. The Naval Airspace Coordinating Committee (NACC) serves as the CNO/CMC forum for final review and prioritization of all DON SUA requirements for inclusion in the Naval Airspace Plan. NACC is composed of CNO (N88), Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) (NAVAIR 01), and CMC (Asst. DCS-Aviation).

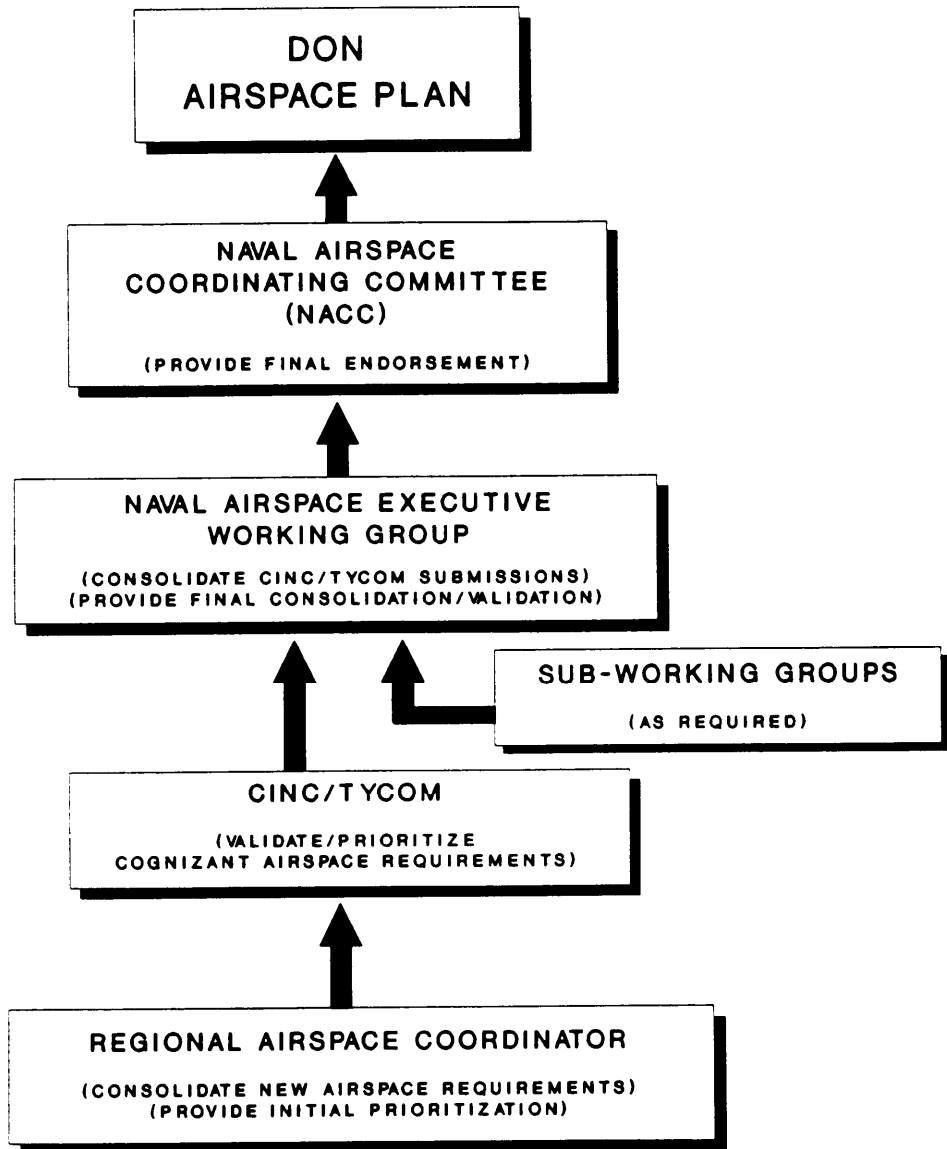
c. Naval Airspace Executive Working Group. NACC is supported by the Executive Working Group. This working group is chaired by CNO (N885). NACC has representatives from:

Commander in Chief, U.S. Atlantic Fleet (CINCLANTFLT)
Commander in Chief, U.S. Pacific Fleet (CINCPACFLT)
Commander Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT)
Commander Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC)
Commanding General, Fleet Marine Force, Atlantic (FMFLANT)
Commanding General, Fleet Marine Force, Pacific (FMFPAC)
Commander, Naval Air Systems Command (COMNAVAIRSYSCOM)
Commander, Naval Air Reserve Forces (COMNAVAIRESFOR)
Chief of Naval Education and Training (CNET)
Chief of Naval Air Training (CNATRA)

Appendix I contains phone numbers for airspace management offices.

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FIGURE (1)
NAVAL AIRSPACE PLAN ORGANIZATION



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The Executive Working Group will certify SUA requirements and submit a prioritized list to NACC for inclusion in the Naval Airspace Plan. The Working Group will also act as the primary advisor to all OPNAV airspace resource sponsors for budgetary purposes.

d. Sub-Working Groups. The Executive Working Group will establish sub-working groups as necessary to research, review, or monitor airspace issues that require more in-depth analysis. Sub-working groups will be chaired by an appropriate member of the Executive Working Group.

e. New Airspace Requirements. New airspace requirements will be submitted to the cognizant RAC for consolidation and submission to the appropriate Type Commander (TYCOM). TYCOM/Commander in Chief (CINC) will validate requirements and provide a prioritized list of requirements to the Executive Working Group.

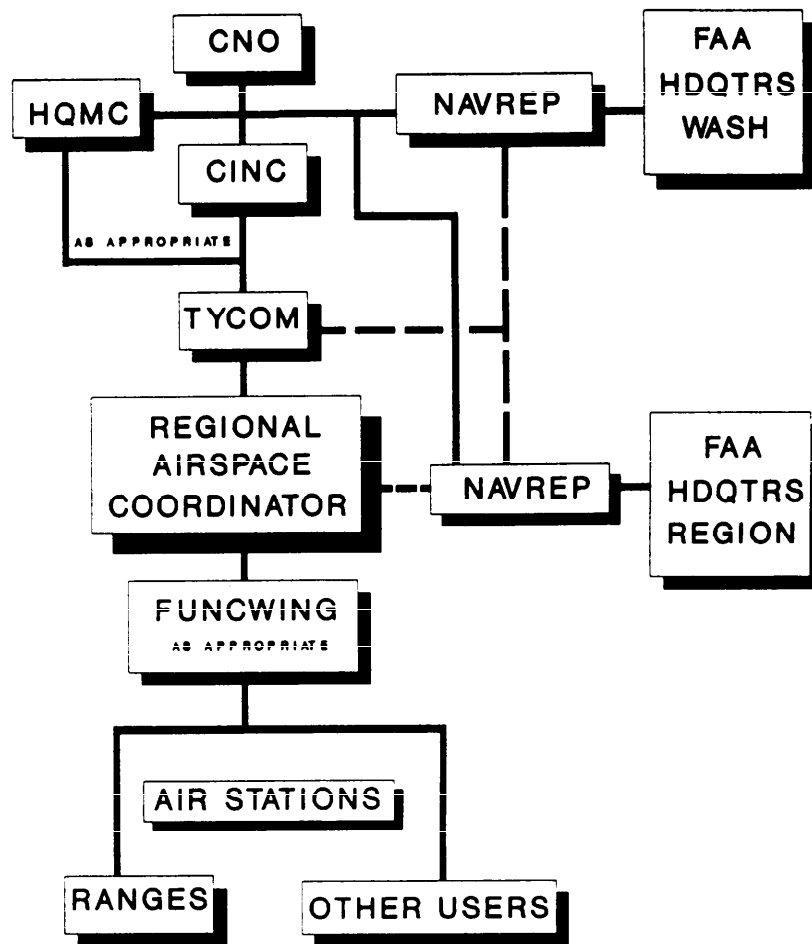
203. OPERATIONAL STRUCTURE

a. Structure. The administrative structure for airspace matters is depicted in Figure (2). Administration of DON airspace includes the coordination of scheduling and control of all SUA within DON purview. Scheduling priorities and designation of scheduling authorities are set by CINC directive.

b. Coordination. RACs serve as the central regional coordination point for scheduling and controlling SUA. RACs are tasked with maintenance of SUA usage documentation and are the interface for operational matters dealing with non-DON activities.

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FIGURE (2)
ADMINISTRATIVE STRUCTURE



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204. REGIONAL AIRSPACE COORDINATOR (RAC)

a. Responsibility. RACs serve as DON focal point and central clearing house for all SUA matters that pertain to any DON activity within their regional area of responsibility. This does not preclude direct liaison between FAA and local Air Traffic Control (ATC) facilities on local, routine airspace operations such as terminal control procedures. However, all airspace issues that impact SUA or other ATC activities shall be coordinated through the cognizant RAC. The RAC will be responsible for coordination of airspace actions within the cognizant TYCOM.

b. Designation. RACs and assigned airspace areas are designated in Appendix F.

c. Duties. RAC duties include:

(1) Provide scheduling and control of DON SUA within cognizance. Scheduling priorities are determined by CINC directive. Scheduling and/or control of specific airspace, such as priorities associated with a training range, may be delegated to local user activities.

(2) Document and maintain usage records of all SUA within cognizance.

(3) Serve as coordinator for all DON airspace issues within purview of the region. In this capacity, the RAC serves as the regional spokesman in liaison with non-DON activities. Overall policy guidance is provided by the operational commander; however, to ensure coordination with DON-wide airspace policy, liaison with the FAA at the regional headquarters will be coordinated through the NAVREP. The RAC will be signatory to all interservice and FAA letters of agreement (LOA) that involve DON airspace activities within the region.

(4) Provide direct liaison to other regional military activities and the appropriate NAVREP for joint airspace issues.

(5) Monitor regional airspace encroachment concerns. Provide liaison in coordination with the NAVREP/other supporting activities to local community/state agencies involved in airspace issues. Environmental impact issues will be coordinated by the RAC with the Regional Naval Facilities Engineering Command Office.

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(6) Collect, screen, and consolidate all regional airspace requirements for submission to TYCOM/CINC within the Naval Airspace Plan development structure to include all proposals to add, modify, or delete SUA within purview. In particular, a consolidated and prioritized annual submission of all new airspace requirements will be made.

(7) Develop Regional Airspace Plans using the outline at Appendix G. The outline may be modified to accommodate unique requirements.

d. RAC Airspace. RAC airspace areas of responsibility are illustrated in Figure (3), for the conterminous U.S.

205. DEPARTMENT OF THE NAVY REPRESENTATIVE

a. Purpose and Authority. CNO and CMC maintain NAVREP offices at FAA Headquarters in Washington, D.C., and four major FAA Regional Headquarters. The NAVREP at FAA Headquarters in Washington, D.C., provides policy interpretation on national issues. Regional NAVREPs provide liaison between FAA and DON activities within respective regions. Also, NAVREPs provide direct DON policy integration at FAA regional level airspace negotiations. NAVREP authority is derived from CNO by this document, with policy guidance and supervision directed from CNO (N88). NAVREP/FAA offices and regional areas of responsibility are depicted in Appendix B, Figure (4).

b. NAVREP, FAA Headquarters, Washington, D.C. The DON and FAA mutually agreed to establish DON liaison positions following the FAA Act of 1958 and implementation by Memorandum of Agreement in May 1977. NAVREP, Washington, D.C. serves as a member of the Staff of the Associate Administrator for Air Traffic (AAT-1). NAVREP, Washington, D.C. receives guidance from CNO (N88) and CMC (APP). NAVREP, Washington, D.C. tasking includes:

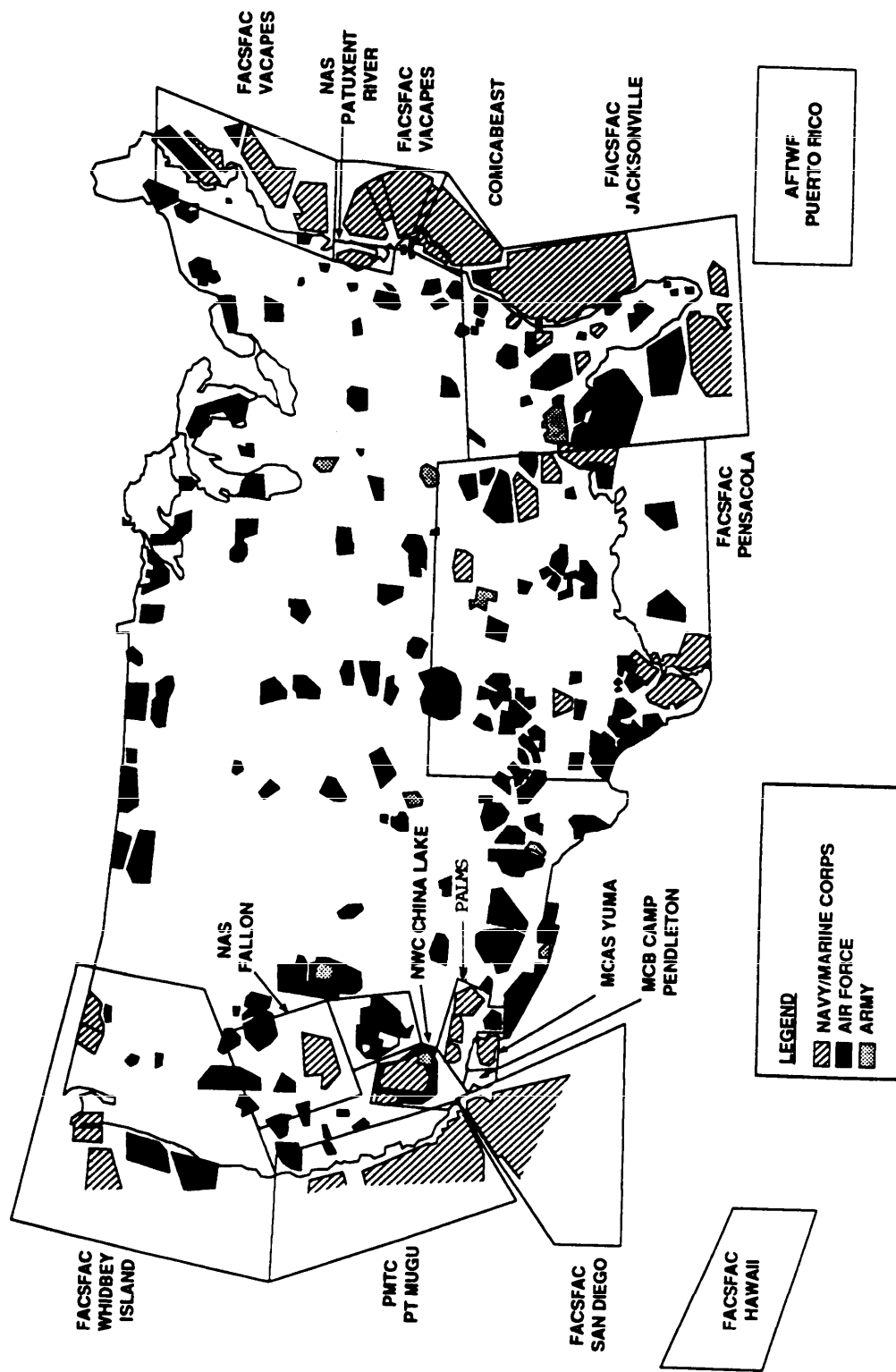
(1) Advise CNO/CMC on airspace matters. Interface with the Airspace Executive Working Group (see Paragraph 202c) to provide information on current or future FAA plans and programs that may impact DON SUA.

(2) Advise the Administrator, FAA, through the Associate Administrator for Air Traffic, on DON plans and programs that may impact FAA.

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FIGURE (3)

REGIONAL AIRSPACE COORDINATOR ASSIGNED AIRSPACE



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(3) Coordinate DON airspace issues with representatives from the other Services on DOD-wide airspace issues.

(4) Interface with regional NAVREPs and RACs to provide DON policy interpretation on airspace issues.

c. NAVREP, FAA Regional Headquarters. Regional NAVREPs are established at four major FAA Regional Headquarters. Regional NAVREPs provide liaison between FAA/DON activities within respective regions. NAVREPs facilitate regional DON/FAA communications and ensure regional DON airspace matters are in concert with national DON policy. The term "Naval Representative to the FAA" (NAVREP) includes Navy and Marine Corps officers assigned to these billets. Billets are assigned by CNO/CMC under direct operational control of CNO (N88). NAVREPs are exempted from collateral duties to the activity to which they report for administrative support. These officers are not assigned to investigate such matters as sonic booms or jet noise complaints, process flight violation reports, secure waivers of noncompliance with FARs, or develop local instrument approach procedures. Such matters, though related to airspace, are the responsibility of the individual command or RAC as appropriate. NAVREP involvement in these matters is limited to technical guidance and procedural assistance.

Regional NAVREPs and associated administrative support activities:

<u>FAA Regions</u>	<u>NAVREP</u>	<u>ADMIN SUPPORT</u>
Eastern/New England	NAVREP-EA/NE	NAS South Weymouth
South	NAVREP-SO	NAS Atlanta (Navy) 6th USMC Dist (USMC)
Southwest/ Central/Great Lakes	NAVREP-SW/CE/GL	NAS Dallas
Western Pacific	NAVREP-WP	NAS Point Mugu (Navy) MCAS El Toro (USMC)

d. Tasks. Regional NAVREP tasking includes:

(1) Provide liaison between RACs and FAA Regional Headquarters. Regional NAVREPs facilitate RAC/FAA regional interface and provide direct CNO airspace policy guidance.

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(2) Coordinate regional interservice airspace issues.

(3) Advise RACs and other regional DON activities on airspace matters that affect the FAA. Regional NAVREPs monitor national and regional FAA and DON plans and programs that may require coordination, review regional airspace related proposals for compliance with applicable regulatory publications, and forward FAA generated aeronautical studies that impact DON operations to cognizant activities for review and comment.

(4) Review the Federal Register for publication of airspace dockets that affect DON use of airspace. Information affecting regional DON activities will be forwarded to the appropriate command/RAC for comment. DON comments and/or positions on airspace proposals will be forwarded by the NAVREP to the appropriate FAA region (copy to N885). In the case of proposals requesting direct comments to FAA Headquarters Washington, a coordinated DON position is prepared by the cognizant NAVREP and forwarded to CNO (N885) at least 30 working days prior to the published closing date for comment.

(5) Coordinate, consolidate, and forward regional DON comments to CNO (N885) with regard to FAA proposals that require processing under the provisions of Executive Order 10854. Comments are appropriate only with respect to the international airspace aspects of a proposal. Issues concerning domestic airspace will be addressed if a proposal is published as a Notice of Proposed Rule Making (NPRM). DON positions regarding such proposals will be formulated by CNO (N885). The DOD will make the final determination as to whether the proposal is consistent with the requirements of national defense.

(6) Report to CNO (N885) all operational errors, aircraft mishaps including near/actual midair collisions, and any other aviation related matters, the significance of which could be of national interest.

(7) Provide quarterly reports on significant issues and areas of concern to CNO (N885) with copies to the cognizant TYCOM and support activities.

e. NAVREP Command Visits. NAVREPs visiting commands for purposes of official business, either with the command or with another agency in the area, shall be accorded the maximum assistance possible in the performance of their duties. Such assistance may take the form of, but is not limited to, services of draftsmen or clerical personnel, local and long distance tele-

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phone services, aircraft for use in evaluating SUA or ATC procedures and facilities, vehicular transportation, and provisions for billeting or travel reservations.

206. COMMAND AIRSPACE LIAISON OFFICER (CALO)

a. Responsibilities. CALOs are appointed to represent the interests of their individual commands with respect to SUA, ATC, and other airspace issues. CALOs are the command's resident authority on airspace matters. They maintain direct liaison with the appropriate RAC and NAVREP to ensure coordination of DON airspace policy with the local activities airspace issues. They ensure copies of all pertinent command correspondence is forwarded to the cognizant RAC for information and/or review.

b. Designation. Commands listed in Appendix B shall designate a CALO. Other commands are encouraged to designate a CALO if involved in SUA, ATC, or other airspace matters. Upon designation of a new CALO, notification shall be made in writing (see Paragraph 701) to the appropriate NAVREP, TYCOM, and RAC.

c. Duties. Specific duties of CALOs include:

(1) Provide direct liaison to the appropriate RAC and NAVREP on airspace matters particularly in anticipation of SUA modifications in response to emergent airspace requirements.

(2) Maintain usage records of all SUA controlled or scheduled by the command.

(3) Review all FAA-generated aeronautical studies, obstacle evaluations, or proposed landing zone evaluations to determine the impact on the command's facilities, airspace, or mission capabilities.

(4) Initiate SUA proposals/modifications (including Military Training Route (MTR) modifications) to the RAC for consolidation. Included are both permanent changes due to changing operational requirements and temporary SUA modifications for exercises.

(5) Coordinate the command's airspace issues with other concerns (i.e., public affairs office, environmental, legal, local and state government actions, civil development/encroachment, etc.).

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(6) Represent the RAC or NAVREP at local coordination meetings with non-DON activities when requested.

207. USAF AIRSPACE MANAGEMENT COURSE TECHNICAL LIAISON

a. Purpose. A naval air traffic control specialist (E-7 or above) shall be assigned to the USAF Airspace Management Training and Research Function (AMTRF), Keesler AFB, Biloxi, MS, to serve as USN/USMC technical liaison. This liaison shall provide information concerning naval air traffic control and airspace activities and assist the AMTRF in performing their airspace management education and assistance duties.

b. Duties and Responsibilities. Serve as a staff member of the USAF Airspace Management Course (AMC) to perform the following:

(1) Provide DON policy and perspective during course development.

(2) Serve as platform instructor in support of the mission assigned to the AMC.

(3) Serve as focal point for naval units submitting recommendations on curriculum development.

(4) When expressly authorized, serve as technical liaison between CNO (N885) and the AMC officer-in-charge on DON policy.

(5) Attend airspace management conferences, on a not-to-interfere basis, as directed by CNO (N885). Funding to be provided by Department of the Navy Representative, Southern Region (NAVREPSO).

(6) Provide quarterly situation report to CNO (N885) via NAVREPSO.

(7) Collateral duties are not to be assigned by the activity providing administrative support.

c. Support. This billet is under the direct operational control of CNO (N885) and is administratively assigned to the Naval Technical Training Center (NTTC) Detachment, Keesler AFB. Reporting senior for evaluation purposes is CNO (N885).

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CHAPTER 3

AIRSPACE RULE MAKING AND NONRULE MAKING PROCEDURES

300. RULE MAKING CASES

orders relating to the use or assignment of navigable airspace. Cases include the designation, alteration, or revocation of federal airways, control areas, terminal control areas, jet routes, and restricted areas, as well as FARs and other matters not specifically within the purview of this manual.

301. AIRSPACE PROPOSAL

The first formal document in the rule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues a notice of proposed rule making or letter of rejection.

302. NOTICE OF PROPOSED RULE MAKING

The Notice of Proposed Rule Making (NPRM) is a public notice by the FAA that it is considering the adoption of a rule, regulation, or order relating to the designation, alteration, or revocation of airspace. It initiates procedures by which the interested persons or agencies may participate in the rule making process by presenting views and facts concerning the proposed action. The notice contains enough information so that other persons or agencies may know the airspace problem under consideration with the proposed solution. It also advises interested persons and agencies how and where views may be stated. The notice is required by law to be published in the Federal Register. Accordingly, all persons are presumed to have been notified. Normally, 45 days are allowed for the submission of written data, views, comments or arguments to the FAA.

303. FEDERAL AVIATION ADMINISTRATION RECORDS

The official FAA records pertaining to a particular case are assembled in a docket, which is assigned an identifying number. The dockets are maintained by the FAA and are available to the public.

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304. PUBLIC HEARING

In controversial cases, the FAA may determine that a public hearing is desirable. The FAA will announce the time and place for a hearing in the Federal Register. This may occur before or after the NPRM is issued. Interested persons and agencies have a choice of submitting their views in writing, appearing in person at the hearing, or both. A verbatim record is kept at a hearing. FAA Handbook 7400.2, Procedures for Handling Airspace Matters, contains details.

305. INFORMAL AIRSPACE MEETING

An informal airspace meeting is the most commonly used forum for hearing opposing views preliminary to reaching a decision on FAA matters of a controversial nature. The proceedings are less formal than a hearing and a verbatim record is optional.

306. AERONAUTICAL STUDY

a. Aeronautical studies are most commonly conducted when a nonrule making proposal is made for construction of objects affecting navigable airspace. FAR Part 77, Subpart D, contains details regarding aeronautical studies. Aeronautical studies are also conducted when the FAA reviews nonrule making proposals for warning areas and military operations areas (MOAs).

b. Petitions to the FAA Administrator for review, extension, or revision of determinations issued by FAA regional officials shall be submitted to CNO (N885F) via the cognizant NAVREP. Guidance for preparation of petitions is contained in FAR Part 77, for objects affecting navigable airspace, in FAR Part 11 for other rule, nonrule proposals, and exemption requests.

c. Petitions to the FAA Administrator for reconsideration of an FAA Headquarters administrative denial, returned via a regional office/NAVREP, shall be submitted to CNO (N885F) by the chain of command, with a copy to the cognizant NAVREP. Guidance for preparation is the same as Paragraph 306b.

307. DISPOSITION OF PROPOSALS

After the closing date for submission of comments, or after a hearing, the FAA will issue a rule, regulation, or order which will be published in the Federal Register and other appropriate publications so that the proponent and public will be informed.

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Conversely, the FAA may issue a notice of denial which will be forwarded to the person or agency making the proposal.

308. NONRULE MAKING CASES

Nonrule making cases are those in which the FAA has authority to take final action, but normally does not issue a rule, regulation, or order. These cases do not involve the specific assignment of airspace but do include matters pertaining to the following:

- a. Warning Areas, Controlled Firing Areas (CFAs), MOAs, Alert Areas, or other areas within which the activities to be conducted warrant public notification.
- b. Establishment, relocation, modification or discontinuance of navigational aids.
- c. Proposed construction or alteration of ground structures for which public notice was given in accordance with FAR Part 77.

309. NONRULE MAKING AIRSPACE PROPOSAL

The first formal document in the nonrule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues the results of an aeronautical study identified by a docket number or a letter of rejection.

310. EXEMPTION

The Administrator may grant exemption from the requirements of any rule or regulation prescribed under Title III if he/she finds that such action would be in the public interest. Exemptions permitting deviation from the FARs by naval aircraft are issued to CNO by the Administrator.

311. EXCEPTION FOR MILITARY EMERGENCIES

When it is essential to the defense of the United States because of a military emergency or urgent military necessity and when appropriate military authority so determines and prior notice is given to the Administrator, such military authority may authorize deviation by military aircraft of the national defense forces of the United States from air traffic rules issued under Title III. Such prior notice shall be given to the Administrator at the earliest time practicable. To the extent time and circumstances

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permit, every reasonable effort shall be made to consult fully with the Administrator and to arrange in advance for required deviation from the rules on a mutually acceptable basis (Section 307(f), of the Act).

312. WAIVER OF FAR PART 91

FAA Order 7711.1 prescribes standards, procedures and guidelines for the issuance or denial of waivers of flight rules governing the operation of aircraft within the U.S. (Subpart B to FAR Part 91). It also prescribes standards, procedures and guidelines applicable to aerial demonstrations of an aerobatics nature. A certificate of waiver or authorization (FAA Form 7711-1) constitutes a waiver of only those regulations to the degree stated and for the period of time specified in the certificate; it does not constitute a waiver of any state law or local ordinance. A waiver may be canceled at any time by the Administrator, by those persons authorized to issue such a waiver, or by the representative designated to monitor the operation.

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CHAPTER 4

AIRSPACE FOR MILITARY OPERATIONS

400. GENERAL

a. The following discussion outlines procedures for planning and requesting airspace for military operations. All requests for airspace, or a DON position with respect to FAA proposals involving airspace, must be developed within commands by firm, factual, substantial information and realistic comments that are self-supporting. Written requests for airspace based solely on planning directives are not acceptable. Direct contact should be made with the appropriate NAVREP for airspace requirements not covered in this manual or for additional information and guidance.

b. The FAA recognizes that the military has a continuing requirement to conduct certain training activities within airspace as free from other aircraft as practicable. In order to satisfy military airspace requirements, the FAA developed three categories of airspace areas for military operations. They are SUA, Air Traffic Control Assigned Airspace (ATCAA), and Airspace for Special Use. Paragraphs 401-404 address these airspace areas and periodic meetings between DON and FAA on requirements and procedures.

401. SPECIAL USE AIRSPACE

a. Classifications. Classifications of SUA:

(1) Rule Making Actions:

(a) Restricted Area - Designated airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Designated when determined necessary to confine or segregate activities considered to be hazardous to nonparticipating aircraft.

(b) Prohibited Area - Designated airspace within which the flight of aircraft is prohibited in the interest of national security and welfare.

(2) Nonrule Making Actions:

(a) Warning Area - Airspace which may contain hazards to nonparticipating aircraft in international airspace.

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(b) Military Operations Area - Established to contain certain nonhazardous military training activities such as air combat maneuvers, air intercepts, acrobatics, etc., in airspace as free as practicable from nonparticipating aircraft.

(c) Controlled Firing Area - Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground.

(d) Alert Area - Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity - neither of which is hazardous to aircraft.

b. Chart Depiction. With the exception of controlled firing areas, SUA is depicted on aeronautical charts.

c. Joint-Use Policy. The policy of CNO/FAA is that SUA should be available for use by all civil and military aviation when not required to contain the activity for which it is designated. Therefore, unless it is impractical because of the area's small size, location or high degree of usage, SUA should be designated for joint use.

d. Use by Other Agencies. To further ensure the maximum usage of SUA, using agencies shall make available such airspace for the conduct of operations or training by other agencies on a shared-use basis, provided such operations or training can be safely contained within the airspace and will not derogate the mission of the using agency. If it is not practicable for the using agency to determine the specific time an area will be required, it is permissible to designate the part-time use of the area by Notice to Airmen (NOTAM) if the following prerequisites are met:

(1) Adequate justification is presented to warrant the designation. A statement to the effect that unforeseen short range requirements may arise is not considered adequate justification. A positive indication must exist that the area will be required for use during certain periods of time, which at the time of the request, cannot be specifically determined, and therefore dictates a designation which will provide the necessary flexibility.

(2) The designation is to be applicable to an entire area and not only to a portion. (When it has been determined that the

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time of use of one portion of an area varies significantly from that of the remainder, action should be taken to have the dissimilar portion redesignated as a separate area.)

(3) The using agency agrees to the required issuance of appropriate NOTAMS at least 24 hours in advance of the area's activation.

e. Procedures for Designation, Alteration, or Revocation:

(1) After approval by the operational chain of command (TYCOM), requests for designation, establishment, alteration, or revocation of SUA must be submitted to the appropriate FAA regional headquarters via the cognizant NAVREP at least 39 weeks prior to the required date. Justification for all requests must be fully substantiated and documented. FAA Handbook 7400.2, Part 5, contains the policy, procedures, and criteria for the designation, alteration and revocation of SUA.

(2) Warning areas are normally established at the request of the military services and must not appear to assert a unilateral right to exercise control over international airspace. Establishment of temporary zones for use as warning areas in the airspace above the high seas is legal. Action performed in the airspace so designated must be limited to that which is considered reasonable by the community of nations. Accordingly, airspace managers should establish the time of use by NOTAMS or a special time of use other than continuous.

(3) Restricted area airspace criteria to be applied to target and range requirements can be found in NAVFAC P-80, Facility Planning Factors for Naval Shore Activities, and NAVFAC P-272, Definitive Designs for Naval Shore Facilities.

(4) Airspace Requirements. The volume of airspace to be included in any specific area of SUA and the time during which it is to be assigned, shall be the absolute minimum required to contain the proposed user activities including safety zones. When an aircraft activity conducted in SUA could affect the safety of persons or property on the surface, provisions shall be made for their protection.

(5) Vertical Dimensions. A ceiling and floor shall be established to vertically contain the activities taking place therein. Below 18,000 feet MSL, the ceiling and floor shall be expressed to the nearest 100 feet. Above 18,000 feet MSL, said limits shall be expressed to the nearest 500 feet, or if appro-

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priate, an equivalent flight level. The ceiling and floor shall be established at those levels absolutely necessary to contain the particular activity for which the area is assigned.

(6) Horizontal Dimensions. The boundaries of an area of SUA shall normally encompass only that airspace which is absolutely required by the using agency. In locations where it is difficult to establish boundaries easily discernible from the air, the airspace may be expanded to allow the boundary to be located along some prominent terrain feature or other reference.

(7) Time Period. Areas shall be assigned only for the minimum period of time necessary to meet the requirements of the using agency. They may be assigned continuously, for full days, or portions of days.

(8) Environmental Assessment/Impact Statement. The National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4332) and Council on Environmental Quality (CEQ) Regulations (40 CFR 1500-1508) require federal agencies to build into the main stream, consideration of environmental factors at the inception and development of plans, programs, and actions. OPNAVINST 5090.1A (NOTAL) is based on the NEPA. Proposals for SUA establishment, with a floor of less than 3,000 feet AGL or supersonic flight anticipated at any altitude, must comply with OPNAVINST 5090.1A (NOTAL) and MCO P5090.2 (NOTAL) in regard to certification/documentation of environmental effect. In most cases, an environmental assessment will be required. CNO Special Advisor for AICUZ/Environment (N885F1) may be contacted for recommendations on documentation requirements (see Appendix I - Airspace Procedures Phone Directory). To ensure agency cooperation early in the NEPA process, the Navy shall serve as the lead agency for preparation of environmental documents for its proposed airspace actions. FAA will act as a cooperating agency in the environmental process. FAA will be responsible for the accuracy and completeness of those portions of the environmental documents which involve actions by FAA to regulate the operation of nonparticipating aircraft outside of the proposed SUA. Include with certification/documentation, the name, address, and commercial telephone number of a point-of-contact for questions pertaining to the environmental study.

(9) Noise Sensitive Areas. Noise sensitive areas (e.g.; wilderness areas, wildlife refuges) shall be avoided to the maximum extent possible; this applies for altitudes less than 3,000 feet AGL, except in compliance with an approved:

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- (a) traffic or approach pattern,
- (b) VR or IR route, or
- (c) SUA

Noise sensitive areas shall be avoided in the development of IR or VR routes and additional SUA unless the 3,000 foot criteria can be observed. OPNAVINST 3710.7P (NOTAL) contains guidance.

402. AIR TRAFFIC CONTROL ASSIGNED AIRSPACE

a. Policy

(1) Air Traffic Control Assigned Airspace (ATCAA) of defined vertical/lateral limits should be established by ATC for the purpose of separating military training activities from other IFR traffic. ATCAA is designed and established in controlled airspace normally above 18,000 feet MSL to accommodate daily training missions and planned exercises.

(2) Procedures governing operations within these areas shall be specified in letters of agreement between local military commands and the cognizant ATC facility. This airspace shall be identified by the use of a nickname, i.e., Tar Heel, rather than by terms such as "Special Operating Area," "Intercept Training Area," "Air Combat Maneuvering Areas," etc. Coordination shall be effected between adjacent ATC facilities to avoid use of similar sounding nicknames.

b. Airspace Requirements. Requests for the establishment of ATC assigned airspace to accommodate military activities shall be submitted in writing to the appropriate ATC facility as far in advance as possible and in accordance with the following guidelines:

(1) The proposed airspace should be no more than absolutely necessary to satisfy the training requirement.

(2) The proposed airspace should create a minimum impact on other ATC operations.

(3) To the maximum extent possible, areas should be situated over the land mass, within radar surveillance, and located within 100 nautical miles of flight origin.

(4) Alternate proposals made by ATC should be carefully considered in light of the overall traffic problem. (Conversely,

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ATC shall give full consideration to the military training requirement and should take action to revoke, realign, or otherwise adjust airways if necessary.) After every possibility has been explored, and airspace cannot be established, the proponent of the request shall be so informed in writing. If denied ATCAA, the Navy command involved may request the NAVREP to obtain further consideration from the FAA Regional Air Traffic Division.

(5) Conflicts resulting from two or more military units requesting establishment of the same airspace shall be referred to the appropriate regional military representative for resolution.

(6) Where possible, provisions shall be made for joint-use scheduling of ATC assigned airspace.

(7) The command shall coordinate with the NAVREP when assigned airspace is no longer required, prior to any disestablishment of the airspace.

403. AIRSPACE FOR SPECIAL USE

Airspace for Special Use was developed to satisfy airspace requirements for point-to-point flight at airspeeds that reflect military training demands in excess of speeds authorized in FAR Part 91.117. Airspace for Special Use is employed specifically as Military Training Routes for visual flight rule (VFR) and instrument flight rule (IFR) training. DON policy and procedures for Military Training Routes are further detailed in Chapter 5.

404. PERIODIC MEETINGS ON AIRSPACE USAGE

Meetings between FAA and military personnel shall be convened periodically at both regional and facility levels to ensure:

- a. Recognition of changing military requirements.
- b. Development of new procedures to improve efficiency and effectiveness of the present system.
- c. Understanding of requirements by both FAA and DON are clear and concise.

"Special Military Operations" and/or DOD Flight Information Publication (FLIP) Section AP/1B, "Military Training Routes" when conducting operations on MTRs.

502. CATEGORIES OF ROUTES

The MTR system consists of two route categories:

a. IFR Military Training Route (IR). A route of defined vertical and lateral dimensions for which an ATC clearance is issued and IFR separation from other IFR traffic is provided.

b. VFR Military Training Route (VR). A route of defined vertical and lateral dimensions where separation from all other traffic is on a "see and avoid" basis.

503. PROCEDURE FOR MILITARY TRAINING ROUTE ESTABLISHMENT/ MODIFICATION

The following are the highlights of the route processing procedures. Details for establishing or modifying an MTR are contained in FAA Handbook 7610.4, Special Military Operations (OPNAVINST 3722.33C (NOTAL)):

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a. Proponents shall consider alternatives such as sharing an existing route or using an existing military operations area.

b. Proponents shall consult the appropriate RAC during the planning phase and validate the necessity for a route with the appropriate military headquarters as follows:

- Commander Naval Air Force, U.S. Pacific Fleet
- Commander Naval Air Force, U.S. Atlantic Fleet
- Commanding General, Fleet Marine Force, Atlantic
- Commanding General, Fleet Marine Force, Pacific
- Chief of Naval Air Training
- Chief of Naval Reserve
- Commanding General, Fourth Marine Air Wing
- Commander, Naval Air Systems Command

c. Prior to submission of a new MTR for publication, and periodically/at least annually, the originating activity will visually survey the total area of all route widths to locate all new obstructions and confirm existing obstructions. After coordination with the RAC and other DOD/FAA representatives, the appropriate military headquarters shall review the proposal for approval on the basis of mission requirements, command policies, environmental impact or other factors.

d. Upon receiving the proposal at FAA regional headquarters, the NAVREP shall coordinate the proposal with other military representatives and then submit the proposal to the FAA for review and/or approval as required. The FAA will then forward the proposal for entry in the National Flight Data Digest and subsequent publication in appropriate FAA/DOD publications and charts.

e. Proposals for new or revised MTRs must comply with OPNAVINST 5090.1A (NOTAL) and MCO P5090.2 (NOTAL) in regard to environmental documentation. Questions may also be addressed to CNO (N885F1).

f. Refer to Paragraph 40le(9) for guidance concerning MTRs and noise sensitive areas (wilderness areas).

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CHAPTER 6

GENERAL

600. MILITARY FACILITIES AFFECTING USE OF AIRSPACE

a. DOD Directive 5030.19 of 22 June 1989 (enclosed in OPNAVINST 5740.13A (NOTAL)) is applicable to the DON and describes the development and use of military facilities affecting the use of airspace. It also establishes responsibilities and procedures for compliance with:

(1) The provisions of Section 308(b) of the Act.

(2) The request of the Administrator for timely advice with respect to major changes in usage of military airports, landing areas and missile rocket sites which may affect the use of airspace, even when the intended change does not involve a new facilities project. Section 308(b) of the Act is quoted in part, as follows:

"In order to assure conformity to plans and policies for allocation of airspace by the Administrator under Section 307 of this Act, no military airport or landing area, or missile or rocket site, shall be acquired, established, or constructed, or any runway layout substantially altered, unless reasonable prior notice thereof is given the Administrator so that he may advise with the appropriate committees of the Congress and other interested agencies as to the effects of such acquisition, establishment, construction or alteration on the use of airspace by aircraft."

b. Definitions

(1) Major Claimant/Sponsor of a Navy or Marine Corps Construction Project - command or office having jurisdiction of the project.

(2) Navy or Marine Corps Originator - officer empowered to originate the first correspondence requesting approval of a project or course of action within the scope of this section.

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(3) Navy and Marine Corps Final Approval Authority - officer empowered to authorize the accomplishment of a requested project or program within the scope of this section.

c. Actions Involving Facilities Projects. In order to discharge DON obligations affecting the use of airspace involving facilities projects, the following courses of action are prescribed:

(1) Each major claimant/sponsor for a Navy or Marine Corps military construction project shall communicate to the appropriate regional office of the FAA, via the cognizant NAVREP, information as to proposed facilities projects within the purview of Section 308(b) of the Act, after the project has been approved by the Navy Military Construction Review Board or the Marine Corps Military Construction Steering Committee. The information furnished should be in sufficient detail to indicate the possible effect of each such project on usage of airspace. A separate FAA Form 7460-1 (Notice of Proposed Construction or Alteration) shall be attached for each project. Copies of this correspondence shall be forwarded to CNO (N885F). Marine Corps sponsors shall forward an additional copy to CMC (Code APC). This major claimant/sponsor level to FAA channel of communications shall be used and recorded in the program submission as a regular part of normal programming procedures.

(2) The submittal of annual military construction authorization programs to the Assistant Secretary of Defense (Production and Logistics) (ASD (P&L)) shall include the date of major claimant/sponsor contact with the FAA regional office for programs within the purview of this section.

(3) When a program has been approved by the Office of the Secretary of Defense (OSD), or individual projects are changed by the DOD, the Office of Management and Budget, or the Congress, the ASD (P&L) notifies the Administrator of any substantive modifications.

(4) The ASD (P&L) notifies the Administrator of substantial revisions to projects, within the purview of this section, which require Secretary of Defense approval and are not contained in an annual military construction program.

(5) The final Navy or Marine Corps approving authority for projects affecting airspace usage which are within the scope of internal approval authority of the DON, including subordinate commands, shall be responsible for reasonable prior notice of the

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project to the appropriate regional office of the FAA via the cognizant NAVREP. A copy of the prior notice shall be forwarded to CNO (N885F) for review and submission to ASD(P&L) and the Secretary of the Navy (SECNAV). Marine Corps approving authorities shall forward an additional copy to CMC (Code APC).

(6) In order to provide the earliest practicable notification of possible impact on airspace usage, the major claimants/sponsors for military construction or final approving authorities should encourage Navy and Marine Corps originators to consult freely with the appropriate NAVREP during development stages of military construction projects affecting airspace usage prior to the required later formal notification. A brief of all such liaison should be included in the detailed project justification write-up.

d. Actions Not Involving Facilities Projects. In order to discharge the DON obligation affecting the use of airspace but not involving facilities projects, the following courses of action are prescribed:

(1) The Navy or Marine Corps originator of a program not involving facilities projects but substantially changing usage of airports, landing areas, missile and rocket sites (or any comparable program which may have a measurable effect upon the use of airspace) shall consult with the appropriate NAVREP and appropriate regional office of the FAA during the development stages and prior to submission of a request for approval. The request for approval shall include pertinent airspace background information and the airspace status of the program. When the request is forwarded to the approving authority, the above information shall be provided to CNO (N885F) and, in addition, for Marine Corps commands, to CMC (Code APC).

(2) The final approval authority within the DON shall be responsible for advising CNO (N885F) of the action taken on the above requested program. Upon determination that a program will result in a substantial airspace use change, CNO (N885F) shall furnish this information to ASD (P&L), SECNAV, the cognizant NAVREP, and other interested offices.

601. STRUCTURES AFFECTING USE OF AIRSPACE

a. FAR Part 77 sets forth requirements for notifying the Administrator of certain proposed construction or alteration of structures affecting navigable airspace. The criteria contained in FAR Part 77 must be applied to any construction contemplated

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by the DON; FAA Form 7460-1 (Notice of Proposed Construction or Alteration) must be submitted to the appropriate FAA office via the cognizant NAVREP for proposed construction which exceeds standards listed in FAR Part 77. The form may be obtained from NAVREPs or FAA.

b. The FAA assigns an aeronautical study number to each notice of proposed construction or alteration. Subsequent to a review, the FAA acknowledges the notice by stating one of the following:

(1) The proposal does not exceed standards and would not be a hazard to air navigation.

(2) The proposal exceeds standards but would not be a hazard to air navigation.

(3) The proposal exceeds standards and further aeronautical study is necessary to determine if it is a hazard. The NAVREP shall review and forward the acknowledgement and/or aeronautical study to naval activities affected. Commands involved shall expeditiously forward their views to the NAVREP in the event an aeronautical objection is to be registered.

602. EVALUATION OF AERONAUTICAL STUDIES (AERONAUTICAL AND ELECTROMAGNETIC)

a. Subpart C of Part 77 establishes standards for determining obstructions to air navigation. Once an aeronautical study has been initiated, other standards are used, in addition to those in Subpart C, to determine if the proposed structure would actually be a hazard to air navigation. The additional standards used are those established by the FAA to satisfy operational, procedural and electronic requirements. Evaluation of aeronautical studies should include but are not necessarily limited to: air traffic procedures, obstruction marking and lighting requirements, obstruction clearance altitudes, feeder routes or altitudes, approved or planned instrument approach/departure procedures, existing airports and planned or future airport development programs on file with the FAA, air traffic control tower line-of-sight capability, and interference effects upon electronic and visual aids to air navigation.

b. For a structure to be considered as having an adverse aeronautical effect, it must first exceed the obstruction standards of Subpart C of Part 77. However, every effort must be made to discourage construction of a structure, regardless of

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whether it exceeds the obstruction standards of Subpart C of Part 77, if it will result in an electromagnetic effect on an air navigation facility.

c. When a command study indicates adverse electromagnetic effect, this evidence shall be incorporated in command comments to the cognizant NAVREP. Assistance in determining the electromagnetic effect may be requested from COMNAVAIRSYSCOM. Provide information to cognizant NAVREP and TYCOM of such requests.

603. BALLOONS, KITES, AND ROCKETS

FAR Part 101 and OPNAVINST 3710.18B (NOTAL) set forth procedures and requirements for operation of unmanned free balloons, moored balloons, kites and unmanned rockets. If waivers to existing regulations are necessary, coordination with the cognizant NAVREP and appropriate ARTCC is recommended.

604. FLIGHT OPERATIONS AND FIRINGS OVER THE HIGH SEAS

Part of the freedom of the high seas is the freedom of aircraft of all nations to fly over the high seas. However, all DON aircraft must operate in accordance with policies and procedures in DOD Directive 4540.1 of 13 January 1981, as enclosed by OPNAVINST 3770.4A (NOTAL). Excerpts of DOD Directive 4540.1 are published in DOD FLIP Planning Document for operational ease of reference.

605. ANTI-SUBMARINE WARFARE OPERATIONS

Letters of agreement between naval commands and the FAA have been written for operations in international airspace so that maximum use may be made of FAA services. FAA oceanic control activities and NAVREPs maintain current copies of such agreements.

606. LETTERS OF AGREEMENT/PROCEDURE

a. All letters of agreement/procedure pertaining to airspace usage, shall be signed by the commanding officer of the naval activity concerned and the RAC. Letters of agreement are explained in FAA Handbook 7110.65. Appendix E is an example of a letter of procedure.

b. Prior to final approval, all letters of agreement/procedure shall be forwarded to the NAVREP for review to determine if the agreement alters the airspace or the cognizant authority for which the airspace was designated.

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c. A copy of all letters of agreement/procedure shall be forwarded to the cognizant NAVREP for information.

607. AIR NAVIGATION AIDS

Requests for installation, commissioning, decommissioning, removal, or relocation of air navigation aids are submitted via the appropriate chain of command to CNO (N885F). When approval is received from CNO, the cognizant NAVREP will be notified so that appropriate airspace action can be initiated.

608. STANDARD TERMINAL INSTRUMENT APPROACH, DEPARTURE, AND ARRIVAL PROCEDURES

a. The criteria governing terminal instrument approach procedures is published in FAA Handbook, U.S. Standard for Terminal Instrument Procedures (TERPs) and is designated OPNAV-INST 3722.16C (NOTAL).

b. Criteria governing Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) procedures is published in FAA Order 7110.7. Portions of the order which address naval SID/STAR requirements are contained in NAVAIR 00-80T-114 (NOTAL).

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CHAPTER 7

RECORDS AND REPORTS

700. GENERAL

The Navy requires standardized reporting of actual usage data for SUA, ATCAA, and Airspace for Special Use. Commands also report Airspace Liaison Officer designations, as indicated in Paragraph 701. For purposes of reporting, SUA includes Alert Areas, CFAs, MOAs, Restricted Areas, and Warning Areas. Airspace for Special Use includes the Military Training Routes assigned to the Navy. ATCAA usage in association with MOAs will be reported under the MOA report, and stand-alone ATCAA usage will be reported separately. DOD and FAA have agreed upon a standardized format for reporting annual usage of Restricted Areas and MOAs. The format is provided in Appendix C. Additional formats for remaining SUA and stand-alone ATCAA are also provided in Appendix C. The format for recording annual MTR data is provided in Appendix D. Designated reporting activities are required to forward SUA, ATCAA, and MTR annual usage reports and records, as appropriate, to the cognizant NAVREPs, with information copies to the TYCOMs and RACs, to be analyzed for overall naval airspace employment. MTR records are also analyzed at annual review conferences to justify continued designation of the routes. In addition, the Restricted Area/MOA Annual Usage Report is forwarded to the FAA by the NAVREP for further analysis. Paragraphs 702-704 address the information and procedures for recording, maintaining, and reporting usage data on SUA, ATCAA, and MTRs.

701. REPORTING COMMAND AIRSPACE LIAISON OFFICER DESIGNATIONS

In addition to commands listed in Appendix B, all Naval Air Stations and Naval Stations with airspace responsibilities shall designate Command Airspace Liaison Officers (duties described in Paragraph 206) and report, as occurring, such designations to the appropriate NAVREP. Reports will include the name, rank, title, address, telephone number and security clearance of officers designated. Report Symbol is OPNAV 3770-1.

702. DAILY RECORDING OF SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE USAGE

Daily usage of SUA, ATCAA, and MTRs shall be recorded in the following manner:

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a. The using agency shall record each day and hours usage for SUA and ATCAA in conformance with Appendix C. MTR daily usage recording will conform with Appendix D.

b. A "record of release", as applicable, will be maintained, stating time and date airspace or portions were released to the FAA.

703. MAINTAINING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE USAGE DATA

Commands designated as using, scheduling, or originating agency/activity in FLIP Section AP/1A or 1B shall, as applicable:

a. Maintain usage data for:

(1) Special Use Airspace:

(a) Alert Areas

(b) Controlled Firing Areas

(c) Military Operations Areas

(d) Restricted Areas

(e) Warning Areas.

(2) ATC Assigned Airspace.

(3) Military Training Routes (IR/VR).

b. Maintain usage data on SUA and ATCAA from 1 October through 30 September, each year.

c. Maintain usage data on MTRs from 1 January through 31 December, each year.

d. Maintain usage reports at the command for 3 years (see FAR Part 73.19 and FAAH 7400.2).

704. REPORTING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE ANNUAL USAGE

Commands required to report annual usage of SUA, ATCAA, and MTRs should use the report/record formats in Appendices C and D, as applicable. The following applies:

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a. Commands designated as the using/scheduling agency for SUA and ATCAA in FLIP Section AP/1A shall:

(1) Report annual SUA/ATCAA usage by 1 December each year. Report Symbol is OPNAV 3770-3.

(2) Send three copies to NAVREP with information copy to cognizant TYCOM and RAC.

(3) Ensure reports are signed by the commanding officer.

b. Commands designated as MTR originating/scheduling activity in DOD FLIP Section AP/1B shall:

(1) Report annual MTR usage by 20 January each year .

(2) Send three copies to NAVREP with information copy to cognizant TYCOM and RAC.

(3) Ensure reports are signed by the Commanding Officer.

NOTE: The originating activity should examine MTR data and report in remarks any consistent, trend-setting encumbrances that affect use of routes. Encumbrances may include, but are not limited to, delays or unpublished, unnegotiated restrictions. Data will be used in annual FAA/-DOD Regional Review Conferences.

c. NAVREPs shall:

(1) Retain one copy of the reports for 3 years.

(2) Forward one copy of Restricted Area/MOA Reports to Chief, Air Traffic Division in the cognizant FAA regional office by 31 January.

(3) Forward one copy of Restricted Area/MOA Reports to the Director, Air Traffic Services, FAA, Washington D.C. 20591, in accordance with FAR Part 73.19, by 31 January.

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APPENDIX A

GERMANE PUBLICATIONS

DOD

EXECUTIVE ORDER 10854
Extension of the Application of the Federal Aviation Act of
1958

EXECUTIVE ORDER 11161
Relating to the Certain Relationships Between the Department
of Defense and the Federal Aviation Administration

DOD DIRECTIVE 5030.19 of 23 June 1989
DOD Responsibilities on Federal Aviation and National Air-
space System Matters (enclosed in OPNAVINST 5740.13A (NOTAL))

DON AIRSPACE PLAN
(See current OPNAVNOTE 3770 this subject)

OPNAVINST 3710.7P
NATOPS General Flight and Operating Instructions (NOTAL)

OPNAVINST 3710.18B
Unmanned Free Balloons, Moored Balloons and Kites, and Un-
manned Rockets (NOTAL)

OPNAVINST 3721.5J
Naval Air Traffic Control, Air Navigation Aids and Landing
Systems (NAALS) Program (NOTAL)

OPNAVINST 3722.16C
United States Standard for Terminal Instrument Procedures
(TERPS) (NOTAL)

OPNAVINST 3722.33C
Federal Aviation Administration Handbook of Special Military
Operations 7610.4 (NOTAL)

OPNAVINST 3750.6Q
The Naval Aviation Safety Program (NOTAL)

OPNAVINST 5090.1A
Environmental and Natural Resources Program Manual (NOTAL)

OPNAVINST 11010.36A
Air Installations Compatible Use Zone (AICUZ) Program (NOTAL)

OPNAVINST 3770.2H

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NAVAIR 00-80T-114

NATOPS Air Traffic Control Facilities Manual (NOTAL)

Marine Corps Order P5090.2

Environmental Compliance and Protection Manual (NOTAL)

DOD Flight Information Publications (FLIP) (NOTAL)

FAA HANDBOOKS

7110.65

Air Traffic Control (NOTAL)

7210.3

Facility Operation and Administration (not applicable to military) (NOTAL)

7400.2

Procedures for Handling Airspace Matters (NOTAL)

7610.4

Special Military Operations (NOTAL)

DOD FLIP and FAA Handbooks may be obtained from the Defense Mapping Agency, Office of Distribution Services, 6101 MacArthur Blvd., Washington, D.C. 20315.

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APPENDIX B

DON REPRESENTATIVES AND COMMANDS HAVING AIRSPACE AND AIR
TRAFFIC CONTROL LIAISON RESPONSIBILITIES WITH ALL NAVAL
AVIATION SHORE ACTIVITIES IN REGION

NAVREP-EA/NE

Department of the Navy Representative
Federal Aviation Administration
New England Region, FAA
12 New England Executive Park
Burlington, MA 01803-5299

Msg Address: NAVREPEANE FAA BURLINGTON MA

Autovon 478-4447

Commercial (617) 238-7907/8/9

Telecopier (617) 238-7902

COMMANDS WITH AIRSPACE LIAISON OFFICER RESPONSIBILITIES

COMNAVIAIRSYSCOM
COMNAVIAIRLANT
COMNAVSURFLANT
COMTRALANT
NAVSAFCEN
NAVSWC
COMNAVIAIRESFOR
COMOPTEVFOR
COMMATWING ONE
COMCAEWING 12
COMPATWING FIVE
NRL
DEFPRO GREAT NECK
NAS SOUTH WEYMOUTH

CINCLANTFLT
CINCUSNAVEUR
CG FMFLANT
COMPATWINGSLANT
NAVAIRTESTCEN
NAVAIRENGCEN
CG FOURTH MAW
COMTACWINGSLANT
COMFITWING ONE
COMHELSEACONWING ONE
FACSFAC VACAPES
DEFPRO BETHPAGE
DEFPRO STRATFORD

OPNAVINST 3770.2H

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NAVREP-SO

Department of the Navy Representative
Federal Aviation Administration
Southern Region, FAA (ASO 930)
P.O. Box 20636
Atlanta, GA 30320

Msg Address: NAVREPSO FT GILLEM GA//ASO-930//

Autovon 797-5482

Commercial (404) 305-6905

Telecopier (404) 305-6911

COMMANDS WITH AIRSPACE LIAISON OFFICER RESPONSIBILITIES

CINCLANTFLT
CNET
COMNAVFORCARIB
COMTACWINGSLANT
COMHELWINGSLANT
COMCABEAST
CG SECOND MAW
COMTRAWING FIVE
COMMATWING ONE
COMPATWING ELEVEN
FACSFAC VACAPES
CJTF 140
MAG 42, DET B

COMNAVAIRLANT
CG FMFLANT
CNATRA
CNTECHTRA
COMSTRKFIGHTWINGSLANT
AFWTF
COMTRAWING ONE
COMTRAWING SIX
COMFITWING ONE
FACSFAC JACKSONVILLE
FACSFAC PENSACOLA
COMSUBGROUP SIX
NAVSAFCECEN

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NAVREP-SW/CE/GL

Department of the Navy Representative
Federal Aviation Administration
Southwest Region, FAA (ASW 930)
Fort Worth, Texas 76193-0930

DSN 477-2930

Commercial (817) 222-5930

Telecopier (817) 222-5993
DSN 477-2993

COMMANDS WITH AIRSPACE LIAISON OFFICER RESPONSIBILITIES

CNET
CNATRA
CNAVRES
COMTRAWING TWO
COMTRAWING THREE
CG FOURTH MAW
COMTRAWING FOUR
FACSFAC PENSACOLA
NAVSAFECEN

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NAVREP-WP

Department of the Navy Representative
Federal Aviation Administration
Western-Pacific Region, FAA (AWP-930)
P.O. Box 92007, Worldway Postal Center
Los Angeles, California 90009-2007

Autovon 833-1247

Commercial (310) 297-1162

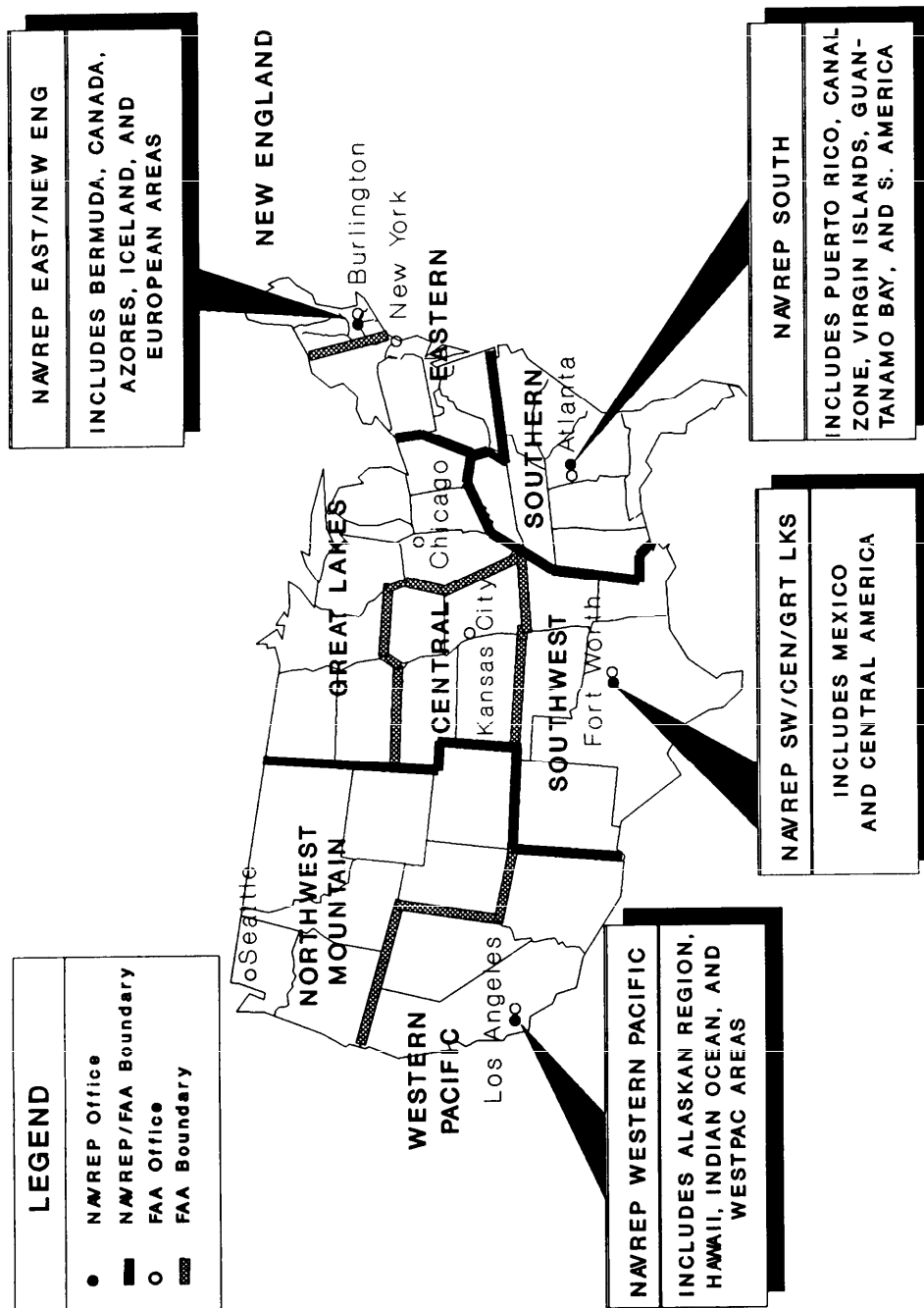
Telecopier (310) 297-0182

COMMANDS WITH AIRSPACE LIAISON OFFICER RESPONSIBILITIES

CINCPACFLT	COMNAVAIRPAC
CG FMFPAC	COMNAVAIRSYSCOM
COMPATWINGPAC	CG MCB CAMP PENDLETON
COMFITAEEWWINGPAC	CG THIRD MAW
COMLATWINGPAC	CG MCAGCC
COMASWINGPAC	COMCABWEST
FACSFAC PEARL HARBOR	CG FIRST MAR BDE
NAWC PT MUGU	COMNAVMARIANAS
NAWC CHINA LAKE	FACSFAC SAN DIEGO
COMTHIRDFLT	FACSFAC WHIDBEY ISLAND

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FIGURE (4)
NAVREP/FAA OFFICES AND REGIONS



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APPENDIX C

FORMAT FOR SPECIAL USE AIRSPACE
AND ATC ASSIGNED AIRSPACE (STAND-ALONE) ANNUAL USAGE REPORTSRESTRICTED AREA/MILITARY OPERATIONS AREA
ANNUAL USAGE REPORT (OPNAV 3770-2)

1. Restricted area number/MOA name: Report only one restricted area or MOA per form. Sub areas should be on separate forms.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes:
 - a. Published altitudes: Self explanatory.
 - b. ATCAA airspace associated: If an ATCAA is on top of airspace, indicate with Yes.
 - c. ATCAA altitudes available per LOA: Self explanatory.
5. Activities:
 - a. Aircraft Operations:
 - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
 - (2) Maximum altitude/flight level: List the maximum altitudes used.
 - (3) Activities conducted in the area: List the activities conducted during the reporting period.
 - (4) Area used for supersonic operations: Self explanatory.
 - b. Artillery/Mortar/Missile (Restricted Area):
 - (1) Type: Self explanatory.
 - (2) Maximum ordinate: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
 - c. Other Operations: List those operations not contained in Paragraph a or b above (Lasers, RPV, etc.).
 - (1) Type: Self explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available:
 - a. Communications: List the radio frequencies/telephone lines being used to monitor (Radio/Landline).
 - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.

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- c. ATC services provided: List what services are provided and by whom (e.g.; Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Chase Field).
7. Usage:
- a. Total number of air operations for period of report:
Enter the total number of air operations recorded for the period of the report (e.g.; 65,432 ops). An air operation is an aircraft using the area (e.g.; a flight of four aircraft equals four air operations).
 - b. Total number of days area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
 - c. Total number of hours area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
8. Released to controlling agency for public use (Joint Use):
- a. Total number of hours released for period reported:
Figure is based on 24 hours per day, 365 days per year.
 - b. Total number of hours area was active AND nonparticipating aircraft were permitted simultaneous access: Self explanatory.
 - c. Total number of weekdays area was not activated: Self explanatory.
 - d. Total number of weekend/holiday days area was not activated: Figure is based on actual days, NOT 2/3 day periods.
9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.
10. Other pertinent information: Self explanatory.

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ALERT AREA/CONTROLLED FIRING AREA/WARNING AREA
ANNUAL USAGE REPORT (OPNAV 3770-2)

1. Airspace identification: Report only one airspace area per form. Sub areas should be reported on separate forms.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory
5. Activities:
 - a. Aircraft Operations:
 - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
 - (2) Maximum altitude/flight level: List the maximum altitudes used.
 - (3) Activities conducted in the area: List the activities conducted during the reporting period.
 - (4) Area used for supersonic operations: Self explanatory.
 - b. Artillery/Mortar/Missile (Controlled Firing Area):
 - (1) Type: Self explanatory.
 - (2) Maximum ordinate: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
 - c. Other Operations: List those operations not contained in Paragraph a or b above (Lasers, RPV, etc.).
 - (1) Type: Self explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available:
 - a. Communications: List the radio frequencies/telephone lines being used to monitor(Radio/Landline)
 - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.
 - c. ATC services provided: List what services are provided and by whom (e.g.; Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Chase Field).
7. Usage:
 - a. Total number of air operations for period of report:
Enter the total number of air operations recorded for the

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- period of the report (e.g.; 65,432 ops). An air operation is an aircraft using the area (e.g.; a flight of four aircraft equals four air operations).
- b. Total number of days area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
 - c. Total number of hours area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
8. Released to controlling agency for public use (Joint Use):
- a. Total number of hours released for period reported: Figure is based on 24 hours per day, 365 days per year.
 - b. Total number of hours area was active AND nonparticipating aircraft were permitted simultaneous access: Self explanatory.
 - c. Total number of weekdays area was not activated: Self explanatory.
 - d. Total number of weekend/holiday days area was not activated: Figure is based on actual days, NOT 2/3 day periods.
9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.
10. Other pertinent information: Self explanatory.

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ATC ASSIGNED AIRSPACE (STAND-ALONE)
ANNUAL USAGE REPORT (OPNAV 3770-2)

1. ATCAA identification: Self explanatory.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory.
5. Activities:
 - a. Aircraft Operations:
 - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
 - (2) Maximum altitude/flight level: List the maximum altitudes used.
 - (3) Activities conducted in the area: List the activities conducted during the reporting period.
 - (4) Area used for supersonic operations: Self explanatory.
 - b. Other Operations (List those operations not contained in Paragraph a):
 - (1) Type: Self explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available:
 - a. Communications: List the radio frequencies/telephone lines being used to monitor(Radio/Landline)
 - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.
 - c. ATC services provided: List what services are provided and by whom (e.g.; Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Chase Field).
7. Usage:
 - a. Total number of air operations for period of report: Enter the total number of air operations recorded for the period of the report (e.g.; 65,432 ops). An air operation is an aircraft using the area (e.g.; a flight of four aircraft equals four air operations).

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- b. Total number of days area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
 - c. Total number of hours area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
8. Released to controlling agency for public use (Joint Use):
- a. Total number of hours released for period reported:
Figure is based on 24 hours per day, 365 days per year.
 - b. Total number of hours area was active AND nonparticipating aircraft were permitted simultaneous access: Self explanatory.
 - c. Total number of weekdays area was not activated: Self explanatory.
 - d. Total number of weekend/holiday days area was not activated: Figure is based on actual days, NOT 2/3 day periods.
9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.
10. Other pertinent information: Self explanatory.

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APPENDIX D

FORMAT FOR ANNUAL MILITARY TRAINING ROUTE
DATA RECORD

Subj: Annual Military Training Route (MTR) Data Record

Ref: OPNAVINST 3770.2H

1. The following MTR data is submitted for calendar year
19____, in accordance with reference (a):

<u>Month</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
--------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	--------------

Route

IR -

" -

" -

VR -

" -

" -

NOTE: Military training route data will be used
at annual MTR conferences to justify
continued designation of the route.

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APPENDIX E

FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591

JOINT USE RESTRICTED AREA LETTER OF PROCEDURE

SUBJECT: Joint Use Letter of Procedure for Use of Restricted
Area R-_____

EFFECTIVE: _____

In accordance with Paragraphs 73.13 and 73.15 of the Federal Aviation Regulations, the following letter establishes procedures for the use of Restricted Area R-_____, by (Controlling Agency), the Controlling Agency, and by (Using Agency), the Using Agency.

1. The Using Agency shall release R-_____ to the Controlling Agency when not in use for the purpose designated.

2. During the time when the airspace is released to the Controlling Agency, FAA may clear IFR traffic and authorize VFR traffic into R-_____.

3. The Controlling Agency shall return the use of R-_____ to the Using Agency upon request. Such request shall be made at least _____ (hours/minutes) prior to use by the Using Agency. (In determining this specific time, consideration should be given to such factors as: (1) IFR procedures which impinge upon the Restricted Area; (2) communications; and (3) time required to ascertain that all VFR aircraft shall be clear of the area.) _____ Tower, RAPCON, RATCF, FSS, etc., is designated as liaison station for the relaying of information concerning the release of the area between the Controlling Agency and the Using Agency. (This statement to be used only when required.)

EXECUTED:

For the Controlling Agency:

For the Using Agency:

Signed _____

Chief _____

(Title) _____

(Date)_____
(Date)

Joint Use Letter of Procedure.

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APPENDIX F

REGIONAL AIRSPACE COORDINATOR/ASSIGNED AIRSPACE

- | | |
|------------------------|--|
| 1. AFWTF PUERTO RICO | P-1002
R-1002
R-7104
W-368
W-369
W-370
W-372
W-373
W-374
W-375
W-376
W-428
W-429
W-1001
OPAREA 21 ATCAA
OPAREA 22 ATCAA
OPAREA 23 ATCAA
OPAREA 24 ATCAA
OPAREA 25 ATCAA
OPAREA 26 ATCAA
OPAREA 27 ATCAA
OPAREA 28 ATCAA
OPAREA 6A CFA
OPAREA 11 CFA
HAMS BLUFF CFA |
| 2. MCABE | A-530
R-5306 A/C/D/E
R-6608 A/B
W-74
BEAUFORT 1/2/3 MOAs
DEMO 1/2/3 MOAs
HATTERAS F MOA |
| 3. FACSAC JACKSONVILLE | D-3003 A/B/C
R-2906
R-2907 A/B
R-2910
W-132 |

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FACSFAC JACKSONVILLE
(CONT'D)

W-133
W-134
W-157
W-158
W-159
W-174
W-465
AUTECH CFA
GATOR ONE/TWO MOA
LIVE OAK MOA
MAYPORT MOA
PALATKA MOA

4. FACSFAC PEARL HARBOR

R-3101
R-3104
R-3107
W-186
W-187
W-188
W-189
W-190
W-191
W-192
W-193
W-194
W-195
W-196
CAST AREAS
ECHO AREAS
MIKE AREAS
UNIFORM AREAS
CFA-4

5. FACSFAC PENSACOLA

A-292
A-632
R-2908
R-4404
R-6312
W-92
W-155
W-228
BROWNWOOD MOA
CHASE MOAs
KINGSVILLE MOAs
MERIDIAN 1 MOA

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FACSFAC PENSACOLA
(CONT'D)PENSACOLA N/S MOAs
PINEHILL MOAs
SHIRLEY MOA

6. FACSFAC SAN DIEGO

W-260
W-283 W/E
W-285 A/B
W-291
W-513

7. FACSFAC VACAPES

R-4105
R-5202
R-5301
R-5302
R-5313
R-5314
R-6604
R-6606
R-6609
W-50
W-72
W-105
W-106
W-107
W-108
W-110
W-122
W-386
W-387
CALVERTON 1/2 MOA
PAMLICO MOA
STUMPY POINT MOA
HATTERAS ATCAA8. FACSFAC WHIDBEY
(NAS WHIDBEY)A-680
R-5701
R-5706
R-6701
R-6707
W-93

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FACSFAC WHIDBEY
(CONT'D)

W-237 A/B
W-460 A/B
W-570
ALBACORE ATCAA
TATOOSH ATCAA
ANCHOR BAY MOA
BOARDMAN MOA
CHINOOK A/B MOA
OKANOGAN A/B/C MOA
OLYMPIC A/B MOA
ROOSEVELT A/B MOA

9. MCAGCC 29 PALMS

R-2501 N/S/E/W
BRISTOL MOA
SUNDANCE MOA

10. MCAS YUMA

R-2301 W
R-2507 N/S
R-2510
R-2512
ABEL MOA
DOME MOA
KANE MOA
QUAIL MOA
TURTLE MOA

11. MCB CAMP PENDLETON

R-2503
R-2533

12. NAS FALLON

R-4802
R-4803 N/S
R-4804
R-4810
R-4812
R-4813
R-4816 N/S
AUSTIN 1/2 MOA
CARSON MOA
FOOTHILL 1/2 MOA
GABBS N/S/C
HUNTER MOA
RANCH MOA
ROBERTS MOA
BENGUS ATCAA

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- | | | |
|-----|---|---|
| 13. | NAWC PATUXENT RIVER | R-4002
R-4005
R-4006
R-4007
R-4008
R-6609
R-6612
R-6613
CHESSIE ATCAA |
| 14. | NAWC CHINA LAKE
(EDWARDS AFB/
R-2508 COMPLEX) | R-2505
R-2506
R-2508
R-2524
COMPLEX 1/2/3/4 MOAs |
| 15. | NAWC PT. MUGU | R-2519
W-60
W-61
W-289
W-289 N
W-290
W-412
W-532
W-537 |

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APPENDIX G

REGIONAL AIRSPACE PLAN OUTLINE

EXECUTIVE SUMMARY

- I. THE REGION COVERED
 - A. Geographical Area
 - B. Commands, Activities, and Missions Supported
- II. AIRSPACE MANAGEMENT CAPABILITIES
 - A. Control Entities
 - B. Surveillance
 - C. Communications
 - D. Staffing
 - 1. Current
 - 2. Required
 - E. Scheduling
 - F. Interface/Interconnectivity
 - G. Requirements/Deficiencies
 - H. Recommendations
- III. AIRSPACE REQUIREMENTS
 - A. Near Term (Five Years)
 - B. Long Term (Six to Fifteen Years)
- IV. AIRSPACE-RELATED REQUIREMENTS
 - A. Systems/Equipment
 - B. Personnel
 - C. Other action
- V. ENCROACHMENT
 - A. Current
 - B. Projected
- VI. ENVIRONMENTAL ISSUES
 - A. Current
 - B. Projected

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VII. COORDINATION

- A. Federal Agency
- B. Local/State Agency

VIII. POTENTIAL IMPACTS

- A. Department of the Navy on Civil
- B. Civil on Department of the Navy

IX. SPECIAL REQUIREMENTS

- A. Drug Enforcement
- B. Maritime Defense
- C. Contingency Operations

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APPENDIX H

EXPLANATION OF TERMS

NOTE: Terms specifically related to airspace remain current until 16 September 1993, when FAA is expected to redesignate certain areas. See paragraph below on Future Designations for an overview and illustrations on FAA planning.

Administrator. The FAA Administrator or person to whom delegated this authority in the matter concerned (FAR Part 1).

Aeronautical Objection. A written objection to any construction, procedure, or facility that infringes, or is believed to cause an infringement upon the safe, orderly and expeditious flow of air traffic. This will include, but is not limited to, infringement upon DON airfield obstruction criteria, established and proposed ATC procedures, established ground-air communication frequencies, the operation of currently established and proposed air navigational aids and operations pertaining to SUA. To be considered as a valid aeronautical objection, it must be demonstrated that the item to which the objection is entered will, or would, adversely affect established or proposed DON construction, procedures, or facilities.

Aeronautical Proposal. A written proposal of, but not limited to, construction of an airport, tower or structure that would extend into navigable airspace, including any special or unusual ATC procedures applicable or otherwise proposed, and the establishment of any navigational aid or modification to an existing aid.

Air Installations Compatible Use Zones (AICUZ). A DOD program whose objective is to acquire compatible land use in the vicinity of air installations. The program is concerned with many factors such as aircraft safety, public safety, environmental considerations, noise abatement, land use restrictions, etc. (OPNAVINST 11010.36A (NOTAL)).

Airport Traffic Area (ATA). Unless otherwise specifically designated in FAR Part 93, that airspace within a horizontal radius of five statute miles from the geographic center of any airport at which an operative airport traffic control tower is operating extending from the surface up to, but not including, an altitude of 3,000 feet above the elevation of the airport (FAR Part 1).

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Airspace Action. The procedural act of designation, redesignation, modification, or revocation of an airspace assignment.

Air Traffic Control Assigned Airspace (ATCAA). Airspace of defined vertical/lateral limits assigned by ATC, for the purpose of providing air traffic separation between the specified activities being conducted within assigned airspace and other IFR air traffic. Procedures governing operations within these areas shall be specified in letters of agreement between local military authorities and the ATC facility (OPNAVINST 3722.33C (NOTAL) and FAA Handbook 7610.4).

Alert Area. Airspace of defined dimensions established to inform pilots of specific areas wherein a high volume of pilot training or an unusual type of aeronautical activity is conducted (FAA Handbook 7400.2).

Airport Radar Service Area (ARSA). Regulatory airspace surrounding designated airports wherein ATC provides radar vectoring and sequencing on a full-time basis for all IFR and VFR aircraft.

Continental Control Area (CCA). Airspace at and above 14,500 feet within the continental United States and Alaska, excluding the Alaska peninsula west of 160 degrees west longitude. It does not include airspace less than 1,500 feet above the surface of the earth, or prohibited and restricted areas other than restricted areas listed in Subpart D of the Code of Federal Regulations (CFR) and FAR Part 71.

Control Area. Unless otherwise provided, airspace extending upward from 1,200 feet above the surface or from at least 300 feet below MSL, whichever is higher, to the base of the continental control area (FAR Part 71 and FAA Handbook 7110.65).

Control Zone (CZ). Consists of controlled airspace which extends upward from the surface and terminates at the base of the continental control area. Control zones which do not underlie the continental control area have no upper limit. A control zone may include one or more airports and is normally a circular area with a radius of five statute miles and any extensions necessary to include instrument approach and departure paths (FAR Part 71).

Controlled Airspace. Airspace designated as continental control area, control area, terminal control area, control zone, or transition area, within which some or all aircraft may be subject to ATC (FAR Parts 1 and 71).

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Controlled Firing Area (CFA). An area approved by FAA wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground (FAA Handbook 7400.2).

Controlling Agency. The FAA facility which may authorize transit through, or flight within, a restricted area or warning airspace in accordance with a joint use letter issued under FAR Part 73. Designation of the FAA as the controlling agency in restricted and warning airspace is for ATC purposes only and applies only during the period when the area is released to FAA. Such designation does not negate, compromise or modify military control or use of the area.

Docket. Official FAA records relating to rule making actions (FAR Part 11).

Environmental Studies. Every action or proposed action by the DON has the potential, however remote, to affect the environment under a given set of circumstances. The degree to which a DON action must be evaluated to determine its environmental impact depends in part upon whether the action, based upon past experience, normally does not affect the environment, has the potential to violate environmental laws, could result in a degree of degradation of environmental quality, or has the potential for significant degradation of environmental quality and could result in environmental controversy. In order to sensitize commanders to the necessity for an evaluation of the environmental consequences of a proposed action, and to assist in determining what degree of examination those concerns merit (none, assessment or statement), all applicable actions will minimally receive the benefit of a preliminary environmental assessment. Environmental studies must be conducted in accordance with the guidelines set forth in OPNAVINST 5090.1A (NOTAL) and MCO P5090.2 (NOTAL).

Fleet Area Control and Surveillance Facility (FACSFAC). A facility that provides scheduling and control of all air, surface and subsurface activities within offshore operations areas, and all other assigned airspace where FACSFAC has jurisdiction. Administers services to support the coexistence of military, government, and nongovernment agencies consistent with national priorities.

Federal Register. An official publication by the Office of the Federal Register, National Archives and Records Administration, for making available to the public regulations and legal

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notices issued by federal agencies. The Register is published daily Monday through Friday, except on official holidays. The Register may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Flight Level (FL). A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, FL 250 represents a barometric altimeter indication of 25,000 feet (FAR Part 1).

Joint-Use Restricted/Warning Area. A restricted/warning area made available to the controlling agency for ATC use during periods when not required by the using agency (FAR Part 73).

Military Assumes Responsibility for Separation of Aircraft (MARSA). The application of MARSA is a military service prerogative and shall not be invoked indiscriminately by individual units or pilots. Military service commands authorizing MARSA shall be responsible for its implementation and terms of use. When military operations warrant a letter of agreement with the FAA to apply MARSA, the authority to invoke MARSA shall be contained in the letter of agreement. A letter of agreement is not required in all cases involving MARSA.

Military Operations Area (MOA). Airspace of defined dimensions established outside the positive control area to separate/segregate military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Military Training Route (MTR). A route developed for the high speed, low altitude training of tactical aircrews. IFR military training routes (IRs) are mutually developed by FAA and DOD. VFR military training routes are developed by DOD. MTRs are published by DOD in Flight Information Publications (see Chapter 5).

National Airspace System (NAS). The common network of U.S. airspace, navigational aids, communications facilities and equipment, ATC equipment and facilities, aeronautical charts and information, weather information, rules, regulations and procedures, technical information and FAA manpower and material. Included are system components shared jointly with the military.

National System of Airports. Consists of those publicly used civil and jointly used civil/military airports (including heliports, short take-off and landing airports (STOL-ports), and

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seaplane bases within the United States and its territories where there is a national interest in providing reasonable access to the nation's air transportation system.

Navigable Airspace. Airspace at and above minimum prescribed flight altitudes, including airspace needed for safe take-off and landing (FAR Part 1).

Nonrule Making Action. FAA decisions or activities affecting airspace for which a rule, regulation or order is not normally issued. These include actions such as establishment or discontinuance of FAA or military air navigational aids and establishment of airports, and establishment of warning areas and MOAs (FAA Handbook 7400.2 and Chapter 3 of this instruction).

Positive Control Area (PCA). Airspace within which there is positive control of all aircraft (FAR Part 71).

Prohibited Area. Designated airspace within which the flight of aircraft is prohibited (FAR Parts 1 and 73).

Proposal. A formal written petition to the Administrator for action on airspace matters.

Restricted Area. Designated airspace within which the flight of aircraft, while not wholly prohibited, is subject to restriction (FAR Parts 1 and 73).

Rule Making. Procedures whereby FAA assigns, modifies, or rescinds airspace and regulates its use by rule, regulation, or order (FAR Part 2 and Chapter 3 of this instruction).

Special Use Airspace (SUA). Airspace of defined dimensions identified by an area on the surface wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. Categories of SUA are: prohibited areas, restricted areas, warning areas, alert areas, controlled firing areas, and military operations areas.

Terminal Control Area (TCA). Controlled airspace extending upward from the surface, or higher, to specified altitudes within which all aircraft are subject to operating rules and equipment requirements specified in FAR Part 91. Each TCA is designated as Group I, II, or III and includes at least one primary airport around which the TCA is located (FAR Part 91).

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Transition Area. Controlled airspace of designated dimensions extending upward from 700 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified, transition areas terminate at the base of the overlying controlled airspace (FAR Part 71).

Using Agency. The agency, organization, or military command whose activity within a restricted area, warning area, or other SUA necessitated the area being so designated. The using agency has jurisdiction over the area unless it has been released to the controlling agency. (See Controlling Agency.)

Warning Area. Airspace which may contain hazards to non-participating aircraft in international airspace over international waters.

FUTURE DESIGNATIONS

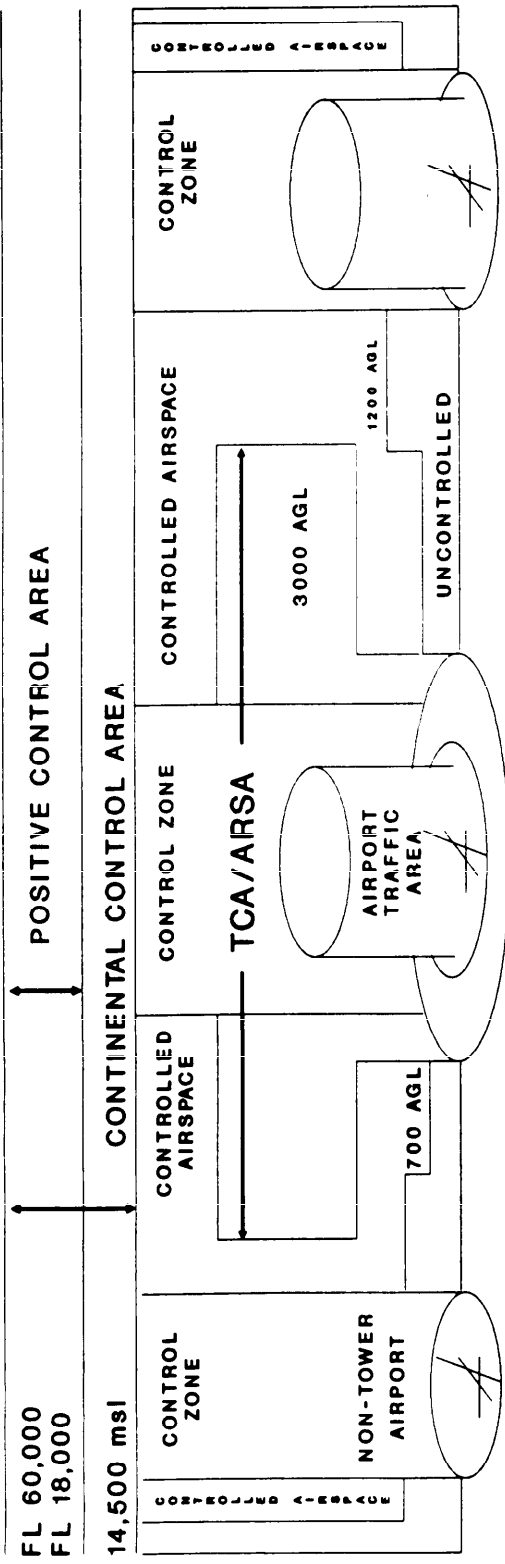
A number of airspace areas will be redesignated when FAA initiates the new airspace configuration plan. Effective 16 September 1993, FAA will redesignate all airspace in the United States, except Special Use Airspace. The action does not create new airspace. New designations will line up more closely with ICAO classification. The following changes are anticipated:

<u>CURRENT DESIGNATION</u>	<u>PLANNED DESIGNATION</u>
PCA	Class A
TCA	Class B
ARSA	Class C
ATA/Control Zone	Class D
Other Controlled Airspace	Class E
Uncontrolled Airspace	Class G

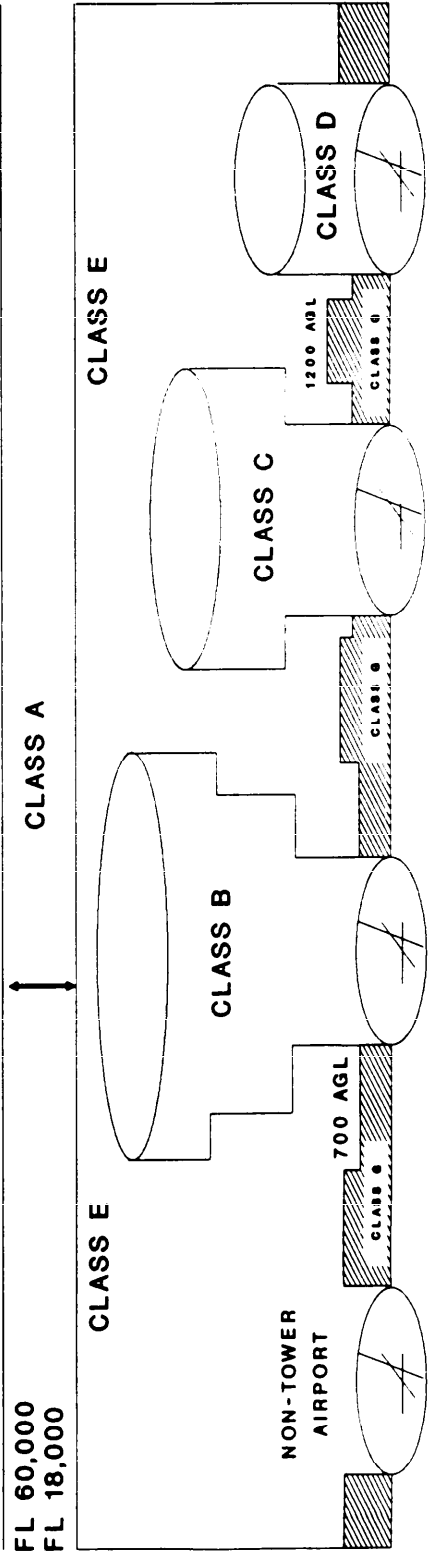
The designation Class F will not be used. Figure (5) contains a pictorial view of the current and planned designations for the various airspace areas. Figure (6) illustrates the features for each designation.

FIGURE (5)
FAA AIRSPACE CLASSIFICATIONS (PICTORIAL)

CURRENT AIRSPACE CLASSIFICATION



NEW AIRSPACE CLASSIFICATION



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FIGURE (6)
AIRSPACE CLASSIFICATION FEATURES

AIRSPACE FEATURES	CLASS A	CLASS B	CLASS C	CLASS D	CLASS E	CLASS G
CURRENT AIRSPACE	PCA	TCA	ARSA	ATA/CONTROL ZONE	GENERAL CONTROLLED AIRSPACE	UNCONTROLLED AIRSPACE
OPERATIONS PERMITTED	IFR	IFR AND VFR	IFR AND VFR	IFR AND VFR	IFR AND VFR	IFR AND VFR
ENTRY PREREQUISITES	ATC CLEARANCE	ATC CLEARANCE	ATC CLEARANCE FOR IFR. RADIO CONTACT FOR ALL	ATC CLEARANCE FOR IFR. RADIO CONTACT FOR ALL	ATC CLEARANCE FOR IFR. RADIO CONTACT FOR ALL IFR	NONE
MINIMUM PILOT QUALS	INST RATING	PRIVATE OR STUDENT CERT	STUDENT CERT	STUDENT CERT	STUDENT CERT	STUDENT CERT
2-WAY RADIO COMM	YES	YES	YES	YES	YES FOR IFR OPS	NO
VFR MINIMUM VIS	N/A	3 STATUTE MI	3 STATUTE MI	3 STATUTE MI	• 3 STATUTE MI	•• 1 STATUTE MI
VFR MINIMUM DISTANCE FROM CLOUDS	N/A	CLEAR OF CLOUDS	600 FT BELOW, 1,000 FT ABOVE, AND 2,000 FT HORIZONTAL	600 FT BELOW, 1,000 FT ABOVE, AND 2,000 FT HORIZONTAL	• 600 FT BELOW, 1,000 FT ABOVE, AND 2,000 FT HORIZONTAL	•• 600 FT BELOW, 1,000 FT ABOVE, AND 2,000 FT HORIZONTAL
AIRCRAFT SEPARATION	ALL	ALL	IFR, SVFR, AND RUNWAY OPS	IFR, SVFR, AND RUNWAY OPS	IFR, SVFR	NONE
CONFLICT RESOLUTION	N/A	N/A	BETWEEN IFR AND VFR OPS	NO	NO	NO
TRAFFIC ADVISORIES	N/A	N/A	YES	WORKLOAD PERMITTING	WORKLOAD PERMITTING	WORKLOAD PERMITTING
SAFETY ADVISORIES	YES	YES	YES	YES	YES	YES

• DIFFERENT VIS MINIMA AND DISTANCE FM CLOUD REQS EXIST FOR OPS ABOVE 10,000 FT MSL
 •• DIFFERENT VIS MINIMA AND CLOUD REQS EXIST FOR NIGHT OPS, OPS ABOVE 10,000 FT MSL, AND OPS BELOW 1200 FT MSL

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The rules will remain basically the same for the planned designations, with the following exceptions:

1. ATA upper limit is currently up to but not including 3000 AGL; however, Class D will be up to and including 2500 AGL with option for adjustment on by-case basis.
2. Control Zone with an operating tower will become class D; however, Control Zone without an operating tower will become Class E.
3. Size of an ATA will be converted from statute miles to nautical miles.

These planned changes to the FARs apply to naval operations, unless specifically exempted. Personnel who oversee directives should review for possible impact on publications and operations involving local procedures based on ATAs or Control Zones. FAA plans to begin publishing the old names followed by the new names on some charts by October 1992. On 16 September 1993, (official changeover) the new names will begin appearing followed by the old. Finally, in August 1994, the old names will be archived.

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APPENDIX I

AIRSPACE PROCEDURES PHONE DIRECTORY

<u>OFFICE</u>	<u>COMMERCIAL</u>	<u>AUTOVON</u>
<u>OPNAV:</u>		
OP-885F (AIRFIELDS, AIRSPACE, & AIR TRAFFIC CONTROL)	(703) 614-2710	224-2710
OP-885F11 (AICUZ/ENVIRONMENT)	(703) 325-0090	221-0090
<u>TYCOMS:</u>		
CNAL	(804) 444-7661	564-7661
CNAP	(619) 545-2032	745-2032
CNATRA	(512) 939-3862	861-3862
NAVAIR	(703) 692-3701	222-3701
CNAVRES	(504) 948-1151	363-1151
<u>NAVREPS:</u>		
Washington, D.C.	(202) 267-9431	355-1606
Eastern/New England	(617) 238-7907	478-4447
Southern	(404) 305-6905	797-5482
Southwestern/Central/G. Lakes	(817) 222-5930	477-2930
Western Pacific	(310) 297-1162	833-1247
<u>RACS:</u>		
AFWTF PUERTO RICO	(809) 865-7041	831-7041
COMCABEAST	(919) 466-3580	582-3580
FACSFAC JACKSONVILLE	(904) 779-3422	942-2551
FACSFAC PEARL HARBOR	(808) 472-8359	472-8359
FACSFAC PENSACOLA	(904) 452-4671	922-4671
FACSFAC SAN DIEGO	(619) 545-1776	735-1776
FACSFAC VACAPES	(804) 433-1225	433-1225
MCAGCC 29 PALMS	(619) 368-7830	957-7830
MCAS YUMA	(602) 341-2231	951-2231
MCB CAMP PENDLETON	(619) 725-8384	365-8384
NAS FALLON	(702) 426-2411	830-2613
NAWC PATUXENT RIVER	(301) 826-3686	326-3339
NAWC CHINA LAKE	(619) 939-5071	439-5071
NAWC PT. MUGU	(805) 989-8854	351-88547